

TSURAI MANAGEMENT PLAN

PUBLIC COMMENT DRAFT

Honeyman drawing of Tsurai and Bay

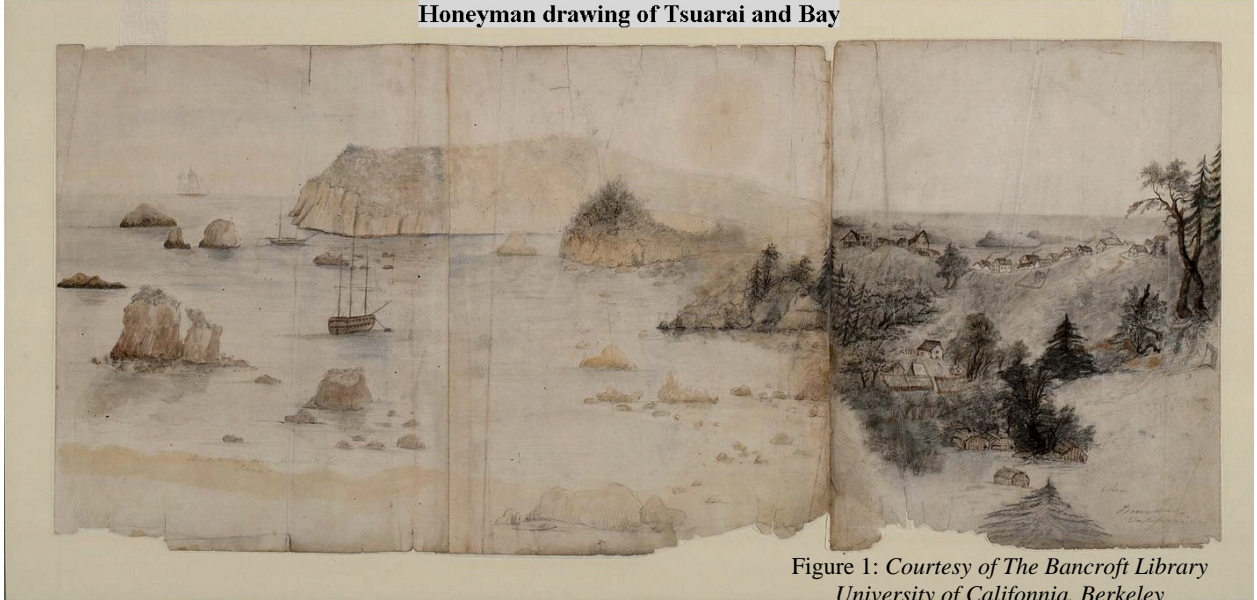


Figure 1: Courtesy of The Bancroft Library
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Executive Summary

This draft of the Tsurai Management Plan (Plan) is the result of a three-year collaborative effort by representatives of the Coastal Conservancy, City of Trinidad, Tsurai Ancestral Society, and the Yurok Tribe to resolve areas of past and present conflict over the management of the Tsurai Study Area (TSA). The Plan was prepared by the Yurok Tribe Environmental Program under a grant agreement with the Coastal Conservancy and presents the findings of research and scoping meetings with stakeholder groups, Management Team meetings held over the past three years, and archival and primary research on the history and current conditions of the cultural, natural, and recreational resources contained within the TSA. The goal of this project has been to identify areas and causes of past conflict between interested parties over management and implementation decisions concerning the TSA, to make recommendations to resolve and prevent such conflict to identify areas of common ground for potential collaboration, and to provide specific recommendations and future projects intended to help protect, preserve, and where possible restore, the cultural, natural and recreational resources within the TSA for the benefit of future generations.

The TSA is located within the ancestral lands of the Yurok Tribe, which extend along the California coast from Little River in Humboldt County to Damnation Creek in Del Norte County, and inland along the Lower Klamath River. The TSA contains a cherished and irreplaceable cultural resource that is significant to Yurok People, and contemporary residents of Trinidad: Tsurai Village. Within this village are not simply archeological resources, but the remains of one of the most significant traditional Yurok coastal villages, including the graves of those buried within the village over generations. The issue of cultural resources management and protection has been at the heart of both diverging positions and the determination and commitment of all participants to work together to find a better way to manage and care for the TSA and Tsurai Village.

Furthermore, the natural resources contained within the TSA are components of a larger environmental area, directly adjacent to a designated Critical Coastal Area (CCA) (previously designated as an Area of Special Biological Significance (ASBS)): Trinidad Bay. Just as the TSA contains irreplaceable cultural resources, the TSA borders a unique biological marine area, due to its unique coastal and marine resources. The Trinidad Bay is protected because of its status as an ASBS/CCA under state and federal law. For example, no contaminant discharge of any kind is allowable. City and regional development, management decisions, and other activities on land and sea, including those impacting tributaries that empty into the Bay, all have the potential to harm the CCA. Again, disagreements have occurred over past decisions that have the potential to harm this fragile and irreplaceable marine ecosystem. Again, the Management Team has collaborated to identify problems, potential solutions, and make specific recommendations to ensure to long-term viability of natural resources within and adjacent to the TSA.

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Additionally, recreational resources, specifically public beach access trails are considered an important public resource. Trails enable visitors and residents to experience the beauty and character of the Trinidad area and enjoy scenic vistas of the Trinidad Bay, coastal outcrops and geological formations, and the Pacific Ocean, as well as view the natural resources (flora and fauna) abundant in this area. Diverging stances have arisen over past management decisions regarding public beach access, enhanced visitor experience, the need to protect cultural and natural resources within the TSA, ensure user safety, and respect the privacy of local residents and adjacent landowners. Again, the Management Team has worked within the Trinidad community to identify possible solutions to conflicts over trails and recreational uses of the TSA.

The following pages summarize the goals and objectives of the Management Team in conducting research and preparing the Plan. The methods of obtaining, compiling, presenting, and analyzing the information contained within this document are also identified. An overview of Trinidad and Tsurai Village history are provided to inform the reader, as well as to establish cultural context and background on contemporary issues and management concerns. A review of the current conditions and management issues as seen from the perspective of all stakeholders is also provided and serves to demonstrate the need for such a management plan, and justifies the need for the Management Team to have devoted the time, resources, and energy into the preparation of the Plan. Findings are summarized and are used to identify alternatives and to inform and justify recommendations made in the Plan. Similarly, the implementation section of the Plan identifies specific areas for future actions and collaboration by providing suggestions for discrete projects to be conducted in the future, which are intended to resolve the management conflicts of the past.

This draft has been prepared for the purpose of presenting research findings to the public and scope for public input on a range of alternatives for managing recreational, cultural, and natural resources contained within the TSA, and to inform Management Team completion of the Plan in developing recommendations and implementation projects for the TSA. It is the intent of the Management Team to submit the final draft of the Plan to the public for review and comment. It is our intent that the Management Plan be factually accurate, constructive in recommendations, and forward-looking in implementation. The Management Team remains committed to the ongoing dialogue between stakeholders over the future management of the TSA. We propose an adaptive management approach for future management decisions, an approach that allows stakeholders to participate in the decision-making process, is responsive to input and innovation, allows for adjustments based on observed results of past decisions, always with the intended purpose of preserving, protecting, and enhancing the cultural, natural, and recreational resources within the TSA for the benefit of current and future generations in a manner that is respectful and cognizant of the past.

Vision Statement

The goal of this Management Plan is to enhance and coordinate effective management of the TSA consistent with the values of the stakeholders. Those values are to protect, preserve, and restore the cultural, natural, and recreational resources present in the TSA for this and future generations. This protection is sought through an adaptive management strategy that includes cooperative and effective dialogue that will enhance a collaborative decision making process, as well as foster public appreciation of the valuable resources found throughout the TSA. It is the goal of the Management Team to foster good stewardship of the TSA free from the constraints of the past and without fear of the future.

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Part 1: Introduction

1.1 Overview

This document summarizes the research, findings, and recommendations of the Tsurai Management Team and represents a collaborative effort to ensure the protection, preservation, and restoration of significant recreational, cultural, and natural resources contained within the Tsurai Study Area TSA. The Tsurai Management Team is comprised of representatives of the City of Trinidad, the California Coastal Conservancy, the Tsurai Ancestral Society, and the Yurok Tribe, each having an active and lasting interest in the management of the TSA. The City of Trinidad and the Yurok village of Tsurai are located in Humboldt County on the north coast region of California (See Figure 2). The extent of the TSA is approximately 12.5 acres located in Township 8 North, Range 1 West, Section 26 of the U.S.G.S. 7.5' Trinidad, Humboldt County, California Quadrangle (See Figure 3). The Assessor Parcel Numbers that comprise the TSA are Humboldt County parcels APN: 042-102-42, APN: 042-091-05, APN: 042-102-41, APN: 042-102-40, and APN: 042-102-39. The TSA is currently owned and managed by the City of Trinidad. However, the California Coastal Conservancy holds a conservation easement over the (TSA) for the purpose of preserving public access and for the protection of natural and cultural resources. The Tsurai Ancestral Society and the Yurok Tribe represent the lineal descendants of the original occupants of Tsurai Village and retain strong cultural connections to the area.

Recreational trails are one of the most popular and utilized recreational resources along the north coast of California. Visitors and residents utilize trail systems for recreational hiking, beach access, and experiencing the coastal redwood forests and scenic ocean views that are unique to the region. Several pedestrian trails occur within or around the TSA, providing public access to the beach (See Appendix E). The creation of trails through the TSA has increased public access to coastal areas, and scenic views, resulting in an enhanced recreational value for residents and visitors. However, increased access through the TSA has also led to increased impacts and potential threats to irreplaceable cultural resources.

The Yurok village of Tsurai is located within the TSA and is a component of a larger cultural landscape utilized by Yurok people in generations past and in to the present day. Yurok people inhabited Tsurai (later generally referred to as Trinidad) since time immemorial. Since the early decades of the 20th century, and after Yurok were removed from the village lands, the cultural resources contained within the TSA have undergone periods of archeological excavation, looting, erosion, and neglected management. (See Figure 2).

The TSA is directly adjacent to Trinidad Bay, a designated Critical Coastal Area (CCA formerly known as an ASBS). Trinidad is situated within the redwood belt of the north coast of California, a region of diverse and unique flora and fauna. Natural resources

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within the TSA also require proper care and management to preserve their unique quality and protect them from invasive, non-native species that threaten many coastal areas in California.

A management plan is needed to identify and study management issues and to make recommendations related to the ongoing maintenance, resources management, and coastal access of the TSA and Old Home Beach, in accordance with future recommended studies. This Management Plan has been prepared as a result of several scoping meetings involving the various stakeholders, which include adjacent property owners, the general public, the City of Trinidad, the Tsurai Ancestral Society, the California Coastal Conservancy, and the Yurok Tribe. In addition, extensive historical and technical archival research has been conducted to compile information on the history of the TSA. A cultural survey and preliminary environmental review were conducted to inform management decisions (See Appendix F). The findings of all of this research are summarized in this document in Part 10. A series of recommendations and implementation projects are presented in Part 11 and Part 12. This final draft is being released for public review and a comment period of 30 days. After public review and comment, the Management Team will meet to review public input and finalize a final document. Each entity comprising the Management Team will have the opportunity to adopt the final plan or specific implementing actions.

The Tsurai Management Team:

The Tsurai Ancestral Society, the City of Trinidad, the Coastal Conservancy, and the Yurok Tribe comprise the Tsurai Management Team, formed for the purposes of preparing this Management Plan. The Tsurai Ancestral Society (a non-profit organization comprised of some of the lineal descendants of Tsurai Village) and the Yurok Tribe (a federally recognized Indian tribe) represent the Yurok people with ancestral affiliation to the village site. Axel and Kelly Lindgren represent the Tsurai Ancestral Society on the Team, while Dr. Thomas Gates is representing the Yurok Tribe. The City of Trinidad (an incorporated city) is the current owner of the TSA and is represented by City Council members Dean Heyenga and Chi-Wei Lin. The Coastal Conservancy provided funding for the preparation of the Management Plan and is represented by Project Manager Su Corbaley. Professional staff of the Yurok Tribe, on contract with the Coastal Conservancy for the purposes of this Plan, conducted the research, facilitated scoping meetings, conducted preliminary cultural and biological surveys, as well as prepared and authored the Management Plan. The entire Tsurai Management Team has collaborated with the staff of the Yurok Tribe to prepare this plan for the purpose of documenting issues, and recommending management strategies for providing coastal access and identifying future management options for the preservation and protection of natural and cultural resources within the TSA.

1.2 Stakeholders

For the purpose of this study, stakeholder groups have been identified as those who have a vested interest in the management of the TSA. Stakeholder groups have provided input to the Management Plan through a series of scoping meetings facilitated by the staff of the Yurok Tribe. Stakeholder groups have been identified as follows:

Tsurai Ancestral Society (TAS): A non-profit organization comprised of some of the lineal descendants of the village of Tsurai. The Tsurai Ancestral Society has assumed a long term, custodial role for the protection and preservation of the cultural resources associated with Tsurai. Founder Axel Lindgren II, a lineal descendent, was for many years the primary caretaker of the village and cemetery, as well as the local historian on Tsurai. The TAS continues to take an active role in promoting the protection of the site, care taking of the cemetery grounds, and continuing ceremonial activities associated with the ancestral village.

City of Trinidad (the City): As the landowner holding fee title to the TSA, the City has the primary responsibility of maintaining and protecting the TSA and the trails that run through it.

California Coastal Conservancy (the Conservancy): The California Coastal Conservancy was established to implement policies and objectives of the California Coastal Act, which passed in 1976. Primary objectives of the Conservancy include:

- protecting and improving coastal wetlands, stream and watersheds;
- providing and enhancing coastal access through trail building, acquiring and maintaining easements, and providing low-cost accommodations including campgrounds and hostels;
- revitalizing urban waterfronts;
- resolving complex land-use problems;
- purchasing and holding environmentally valuable coastal and bay lands;
- protecting and supporting coastal agriculture; and
- accepting donations and dedications of land and easements for public access, wildlife habitat, agriculture, and open space.

The Conservancy currently retains a conservation and public access easement over the entire TSA. The Conservancy has funded the preparation of this Management Plan and has also participated in the scoping meeting process as a stakeholder.

Adjacent Property Owners: This diverse group of stakeholders has been identified as those landowners who share a physical property boundary with the TSA. This group includes individual property/residence owners, the Humboldt North Coast Land Trust, and the Trinidad Civic Club. This stakeholder group has been identified as those who

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have the potential to directly impact or be impacted by the management of the TSA, due to a shared property boundary.

Interested Public: This stakeholder group includes Trinidad residents and those who live outside the Trinidad area, but have an interest in the management of the TSA.

Yurok Tribe: The Yurok Tribe has ancestral rights and responsibilities over Yurok ancestral lands, as defined in the Yurok Constitution, which was passed in 1993. Yurok ancestral lands include the Lower Klamath River and the California coast from Little River (south of Trinidad) running north to Damnation Creek (south of Crescent City). The ancestral village of Tsurai is situated within Yurok ancestral territory, as well as within the larger cultural landscape of the Yurok people. The surrounding landscape, particularly Trinidad Head, is central to Yurok creation stories and oral tradition. The Yurok Tribe is committed to the protection and preservation of all Yurok cultural resources within Yurok ancestral territory, including the Tsurai Village, cemetery, and all other associated cultural resources. As a federally recognized tribe, the Yurok Tribe has rights and responsibilities for ensuring the protection and preservation of Yurok cultural resources. The Yurok Tribe has worked in partnership with the Tsurai Ancestral Society in advocating for improved resources protection and management. The Yurok Tribe has participated in this process through consultation with the Tribe's Culture Committee and the Yurok Tribal Council.

Cher-Ae Heights Indian Community of the Trinidad Rancheria (the Rancheria):

The Cher-Ae Heights Indian Community is a federally recognized Indian tribe comprised of Yurok, Tolowa, and Wiyot descendants, located adjacent to the City of Trinidad. In Trinidad's Local Coastal Program, implemented in 1989, Policy 69 required that there be

no disturbance, vegetative removal or construction, except for a protective fence around the burial grounds, on lands designated as Open Space within the Tsurai Study Area without approval of the lineal descendants of Tsurai (TAS), Trinidad Rancheria (Cher-Ae Heights Indian Community), City of Trinidad, and The State Historic Preservation Officer.

Cher-Ae Heights Indian Community should be considered a stakeholder in the future management of the TSA. The Rancheria was invited to participate as a member of the Management Team for the purposes of preparing this plan, but declined. However, at this time they remain a stakeholder as identified in the City's consultation protocol of Policy 69.

1.3 Purpose

The purpose of preparing a Management Plan for the TSA is to help identify and resolve on-going management issues that have the potential to negatively impact public access, as well as the cultural and natural resources within the TSA. This Management Plan is a

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product of the Management Team's efforts to identify, evaluate and give equal consideration to the diverse opinions and objectives of the individual stakeholder groups, to conduct objective and archival research on these issues, and provide recommendations for future management designed to address and even resolve some of these conflicts. The recommendations made in this document are based upon research findings by the investigators and authors as qualified cultural and natural resource professionals. In identifying common ground, as well as areas of divergence with regards to management of the TSA, the Tsurai Management Team proposes to make recommendations based upon what is best for the TSA, its future management, and the protection and preservation of the significant cultural and natural resources contained within its boundaries, while maintaining public access to the coast. This Management Plan represents a collective effort by members of the Tsurai Management Team to identify efforts and changes that can be taken in order to protect and better manage the TSA for future generations.

1.4 Objectives

The following objectives were identified for the Management Plan.

- Identify and provide recommendations on management issues surrounding:
 - coastal and beach access through the TSA;
 - preservation and protection of cultural resources; and
 - protection of natural resources.
- Make recommendations concerning long-term management of the TSA in relation to coastal access.
- Provide general guidance for City of Trinidad and the Coastal Conservancy on historic property preservation procedures within the Tsurai Study Area.
- Provide information on proper Native American consultation protocols.

1.5 Methods

The investigators and authors applied the following methodology in preparing this Management Plan.

- Identify members of the Tsurai Management Team and prepare a scope of work detailing goals, objectives, and methods to be used in obtaining data.
- Identify stakeholder groups for the purposes of this study. Hold scoping meetings with each stakeholder group, using a standardized format, to obtain information to be used in identifying issues, concerns, conflicts, and common goals.

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- Transcribe and content analyze all information obtained through scoping meetings with stakeholders and prepare a matrix to be used in the Management Plan document. (See Appendix D)
- Conduct a review of past archaeological studies, site records, by means of a formal records search prepared by the North Coastal Information Center, operated by the Yurok Tribal Heritage Preservation Office under contract with the California Office of Historic Preservation.
- Conduct archival research and a literature review to obtain historical records to document the history of the TSA, including past and present ownership and management decisions. Include the archives of the Yurok Tribe, the Tsurai Ancestral Society, the Trinidad Museum, the Humboldt County Historical Society, Humboldt State University Library, and Internet searches through the Library of Congress and the World Catalogue. Conduct online information searches for information on specific topics as needed to complete the document.
- Review all local, state, and federal laws, codes, and/or regulations that are applicable or could be applicable to the regulation of cultural and natural resources management within the TSA. This includes conducting Internet searches of the Federal Register, relevant Code of Federal Regulations, the California Coastal Commission, the Native American Heritage Commission, and the California State Historic Preservation Office.
- Review past geo-technical studies conducted on the TSA and surrounding areas by contracting a site specific geo-technical study to be prepared for the purpose of identifying geological, hydrological, and anthropogenic causes and making recommendations for the mitigation of such erosive forces.
- Conduct an initial environmental examination of the TSA for the purposes of identifying environmental resources, issues, and management concerns in need of further study.
- Conduct a cultural resources survey of the TSA for the purposes of identifying the extent of cultural resources, issues regarding protection, and management concerns in need of resolution.
- Summarize all findings and present recommendations based upon these findings in the Draft Tsurai Management Plan.
- Hold periodic management team meetings to review progress, review findings and provide input on the preparation of the Draft Tsurai Management Plan.

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- Conduct consultation with the Yurok Tribe via the Yurok Culture Committee and the Yurok Tribal Council on the recommendations of the Tsurai Management Plan for approval of the Yurok Tribe.
- Facilitate public scoping meeting to present and receive comment on the range of project Alternatives, including cumulative effects resulting from each alternative.
- Summarize public comment on alternatives and hold management team meeting to decide which alternatives to include in the Draft Plan.
- Present the final draft of the Tsurai Management Plan to the public for public comment and review.
- Finalize a Vision Statement that captures the common vision of the stakeholder groups for the future management of the TSA consistent with the goals and objectives identified in the findings and recommendations of the Plan.
- Finalization and possible adoption of the Plan by the Management Team members upon the successful completion of all of the above.

Part 2: Resources

For the purposes of this Management Plan three types of resources are examined for consideration in identifying potential management options and informing recommendations contained in this document:

- recreational;
- cultural; and
- natural resources.

These resources within the TSA are protected by the conservation easement held by the Coastal Conservancy and require special considerations due, in part, to regulations and laws that dictate proper management and protection. A complete assessment of all applicable federal and state laws is included in Appendix A. A brief description of each of these three types of resources follows.

2.1 Recreational Resources

Recreational resources in the Trinidad area are directly linked to the natural and cultural resources unique to the area. Visitors and residents appreciate and value the scenic ocean vistas, pristine beaches, and redwood forests that are hallmarks of California's north coast region. The Trinidad area has a small year-round resident population, but experiences a continual flow of tourist traffic throughout the year by visitors who come to experience the beauty of the area, walk along the beaches and trails, and contribute to the local economy. Most of the recreational resources for the Trinidad area involve outdoor activities associated with the coastal beaches and resources. Fishing, kayaking, boating, hiking, and camping are some of the recreational activities that the public enjoys in and around the Trinidad area.

Pedestrian trails are particularly important components of the recreational resources of Trinidad and surrounding coastal area. Beach access trails help direct visitors around dense vegetation, cultural areas, and private property, as well as provide the public with scenic walks and public views from public lands, in addition to safe access to the beach. Trails are an important component of the Coastal Conservancy's mandate to help provide and maintain beach and coastal access and the Conservancy holds trail easements over the entire TSA. Throughout Trinidad and within the TSA, trails are often the only way to access the beach, due to steep bluffs, dense vegetation, and rocky terrain. Trails are a very important component of this Management Plan because they require special consideration of both their cultural and recreational values. The management issues and considerations regarding trails within the TSA will be discussed in detail within some of the following sections of this document.

2.2 Cultural Resources

Cultural resources for the TSA include historic properties, defined in the National Historic Preservation Act, as objects, sites, buildings, structures, and districts. Cultural resources also include places significant to past and contemporary Yurok culture such as ceremonial areas, sacred sites, traditional cultural properties, and traditional trails that connect areas, sites, and properties. All of these are integral components of a larger cultural landscape that connects Yurok people, places, history, culture, and resources. Specific plant and animal resources are also considered cultural resources when they serve a vital role in Yurok cultural practices. For example, basketry is an important cultural and artistic tradition for Yurok people and as such, plants used in basketry are considered both natural and cultural resources. Furthermore, these plants are situated in landscapes that provide environmental contexts for cultural resources. The protection and preservation of Yurok cultural resources, particularly in relation to public access trails, is one of several primary goals of this Management Plan.

Recommendations for the protection and management of these cultural resources are a significant component of this Management Plan. These recommendations are based upon consultation with Yurok tribal elders, the Yurok Culture Committee, the Yurok Tribal Council, and members of the Tsurai Ancestral Society. Laws, regulations, and modern standards that regulate Cultural Resource Management (CRM) and direct CRM professionals in compliance with cultural resources protection laws and mandates also inform these recommendations. The Yurok Tribe and the Tsurai Ancestral Society have both legal rights and custodial responsibilities with regard to cultural resources management within the TSA. It is for this reason that the two groups, representing the lineal and ancestral descendants of Tsurai, have taken the lead in determining how best to protect and preserve Yurok cultural resources within the TSA.

2.3 Natural Resources

Natural and environmental resources are important components of the California North Coast, and greater Trinidad area. Natural resources are both independent of and directly related to the cultural resources described above. The Yurok people who occupied Tsurai for many generations relied upon the abundant natural resources within the vicinity. The landscape and natural beauty that attract visitors from around the world are a result of the unique and diverse natural resources in the region. The protection and preservation of these natural resources is vital to ensuring ecological longevity, public access stability, aesthetic quality, and cultural survival. The regulation of these resources, and mandates for protection, are dictated by a large body of environmental resource law, federal, state, and local, as described in Appendix A. For the purposes of this report, several types of natural resources need to be considered in recommendations for management of the TSA. These include coastal and marine resources adjacent to the TSA and impacted by

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conditions within the TSA (specifically water quality), existing animal species within the TSA, and invasive, non-native plant species within the TSA.

The natural resources of the greater Trinidad area, including the TSA, are significant cultural, economic, and recreational resources and are of great value to all of the stakeholders consulted in this process. There is a common recognition that these resources are vital components of the quality of life (past and present) for area residents and visitors who come to experience the natural beauty of California's North Coast region.

Part 3: Environmental Context

The Trinidad region is located within the hydrologic unit known as the California North Coastal Basin, a region defined by the presence of westward draining watersheds into the Pacific Ocean (Green 1999). The ecological unit for the Trinidad area is the Northern California Coast sub-region of the Coast Ranges Geomorphic Province (USDA Forest Service 2004). The ecological sub-section for the Trinidad area is the Humboldt Bay Flats and Terraces and is defined as “a coastal plain and terraces between mountains of the northern California Coast Ranges and the Pacific Ocean” (USDA Forest Service 2004).

The climate within this region is a maritime climate comprised of cool, wet winters, and mild, dry summers with a mean average temperature of 50 to 53 degrees Fahrenheit (USDA Forest Service 2004). Fog is common year-round, particularly during summer months. The majority of precipitation, approximately seventy percent, comes in the form of rainfall between November and March (Green 1999:2). Average annual rainfall for the entire Northern California Coastal sub-region ranges from 20 to 120 inches, with the Trinidad area experiencing an average of 30 to 50 inches of precipitation per year (USDA Forest Service 2004). Disturbance regimes that impact the sub-region include: fire (prescribed and naturally occurring fire events), seismic activity, and periodic flood events (USDA Forest Service 2004). Periodic landslides, particularly along coastal bluffs and steep drainages occur as a result of both seismic activity and intense precipitation events.

3.1 Geological Setting

The geography of the California north coast is defined by streams, sand dunes, marine terraces, coastal bluffs, and estuaries (Green 1999:2). The TSA is located within the Northern Coast Ranges Geologic Province, an area known for seismic activity, earthquakes, and tsunamis (LACO 2004:3). The City of Trinidad and the TSA are “underlain by uplifted, southwest trending late Pleistocene marine terrace sediments in contact with underlying central belt Franciscan Formation bedrock” (LACO 2004:4). The Franciscan Formation is made up of “mélange containing large, disparate blocks of resistant metamorphosed basalts (oceanic crust), chert, and sandstone within a matrix of highly sheared argillites containing abundant clay (“blue goo”). This formation is “particularly prone to slumping due to its relatively low internal shear strength and direct exposure to wave and tidal action” (*Ibid.*). Tectonic activity has resulted in impacts to the coastline and bluff through uplift, earthquakes, and tsunami events over time. These events and processes have a direct impact on the physical conditions of the coastal bluff, its stability, and its vulnerability to failure in the future.

The TSA occupies “a portion of the southwest dipping forelimb of the Trinidad anticline that formed in response to repeated movement along the Trinidad fault” (LACO 2004:5). LACO (*Ibid.*) describes the Tsurai Village location as occupying

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...what appears to be a remnant of a former Late Pleistocene-aged marine terrace surface. The isolated benched slope the village site occupies may correlate with younger terraces noted by Rust (1982) to the east of Trinidad Bay. Alternatively, the topographic bench may be a back-tilted slope remnant having formed in response to deep seated translational/rotational landsliding of a portion of the coastal bluff. Based on the elevation of the site, and the occurrence of marine terraces surrounding Trinidad Bay at similar elevations, it is quite possible that the village is situated atop a marine terrace remnant that may have once extended further southward into Trinidad Bay. Continual tide and wave erosion of the toe slope along the back edge of Old Home Beach (a.k.a. “Indian Beach”) has since undermined the slope, resulting in past and present coastal retreat.

Bedrock geology and geomorphic processes have impacted the region and the TSA throughout time and will continue to do so in the future. Fluvial erosion and deposition are the primary geomorphic process impacting the terraces beyond the coastal beaches throughout the region (USDA Forest Service 2004).

Soils in the Northern California Coast sub-region of the Coast Ranges Geomorphic Province include Alfisols, Inceptisols, Mollisols, Spodosols, Ultisols, and Vertisols. The soils within the Humboldt Bay Flats and Terraces are primarily Typic Humitropepts and Typic Tropohumults with Tropofluvents, Fluvaquents, and Humaquepts formed on marine terrace sediments and recent alluvium (USDA Forest Service 2004).

3.2 Flora and Fauna

Vegetation types are generally referred to as “series” named for the dominant plant species over a given biological region with layers falling into three primary categories: trees, shrubs, or herbaceous communities (Green 1999:4). An exhaustive classification system for California vegetation has been developed by the California Native Plant Society (Sawyer and Keeler-Wolf 1995) and has been adopted by the U.S. Forest Service, Bureau of Land Management, Biological Resources Division of the U.S. Geological Service, U.S. Fish and Wildlife Service, and the California Biodiversity Council (Green 1999:4).

The predominant tree species within the Northern California Coast sub-region include the Redwood series, Douglas-fir-tanoak series, Oregon white oak series, Purple needlegrass series, Tanoak series, and Coast live oak series . The dominant tree series for the marine terraces near Trinidad are Sitka spruce series along the coast and Redwood series for inland areas . A successional cover throughout the area includes Red Alder series and a variety of shrubs (USDA Forest Service 2004).

The dominant vegetation classification for the general Trinidad area is Northern Coastal Scrub, vegetation that inhabits rocky, exposed coastal bluffs and headland terraces (Green 1999:10). A “super-series” identified as the Northern Coastal Bluff Shrub is listed

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as a “globally rare and threatened series” in a regional inventory study for the California North Coastal Basin (*Ibid.*). The primary vegetation layers for this classification are species that are classified as shrubs and herbs. The dominant vegetation for the Northern Coastal Scrub are shrubs including: Salal (*Gaultheria shallon*), Salmonberry (*Rubus spectabilis*), Thimbleberry (*Rubus parvifolium*), Silk tassel (*Garrya elliptica*), and Black-huckleberry (*Vaccinium ovatum*), and are commonly described as “bramble and thicket” vegetation (Green 1999:15).

Vegetation within the TSA is dense and includes both native and non-native species. The upper canopy of the TSA is currently dominated by Cascara (*Rhamnus purshiana*), Red alder (*Alnus rubra*), and willow (*Salix*). Other species present within the TSA may include Sitka spruce (*Picea sitchensis*), Redwood (*Sequoia sempervirens*), Grand fir (*Abies grandis*), California bay (*Umbellularia californica*) and Western hemlock (*Tsuga heterophylla*). Other plant species occupying the middle and lower canopy of the TSA may include Oregon crab apple (*Malus fusca*), Hazel (*Corylus cornuta*), Baccharis (*Asteraceae*), Elderberry (*Sambucus nigra*), Salmonberry (*Rubus spectabilis*), California blackberry (*Rubus ursinus*), Black huckleberry (*Vaccinium ovatum*), Himalaya berry (*Rubus discolor*), Periwinkle (*Vinca minor*), Wild radish (*Raphanus raphanistrum*), Wild cucumber (*Marah macrocarpus*), Wild parsnip (*Pastinaca sativa*), mint (*Mentha sativa*), Sword fern (*Polystichum munitum*), Western azalea (*Rhododendron occidentale*), False lily-of-the-valley (*Maianthemum dilatatum*), Chain fern (*Woodwardia fimbriata*), Common vetch (*Vicia angustifolia*), Bracken Fern (*Pteridium aquilinum*), Salal (*Gaultheria shallon*), Poison oak (*Toxicodendron diversilobum*), Willow (*Salix* spp.), Red flowering currant (*Ribes sanguineum*), Pacific reedgrass (*Calamagrostis nutkaensis*), Coast silktassel (*Garrya elliptica*), Stinging nettle (*Urtica dioica*), Thistle (*Cirsium* spp.) and a variety of grasses. (Redwood Community Action Agency 1995:10). The entire TSA is densely vegetated providing minimal ground surface visibility.

Common animal species known to inhabit the Northern California Coast sub-region of the California Coast Ranges Province include Roosevelt elk, black-tailed deer, black bear, mountain lion, coyote, bobcat, raccoon, skunk, marten, fisher and river otter. Birds include eagles, hawks, owls, peregrine falcon, osprey and a variety of shorebirds and waterfowl along the coast. Species that can be present in Northern California Coastal Shrub provided special protection and consideration include the marbled murrelet, northern spotted owl, peregrine falcon, and select anadromous fish (USDA Forest Service 2004). Field observations of the TSA documented the presence of osprey, pileated woodpeckers, seagulls, cormorants, brown pelicans, and variety of songbird species in addition to skunk, rabbit, mice, and woodrats (Redwood Community Action Agency 1995:10-11). An extensive population of *Aplodontia*, commonly known as Mountain Beaver, has been observed throughout the TSA. However, it should be noted that the subspecies of *Aplodontia* seen in the TSA is the *A. rufa humboldtiana* (Humboldt Mountain Beaver), not the endangered *A. rufa nigra* (Point Arena Mountain Beaver). In addition, otters are present within the TSA. While the ocean otter is considered endangered for the northern California coastline, the otters in the Trinidad Bay are river otters that have adapted to the ocean environs and are not, therefore, a federal or state

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protected species. Other locally present species identified by the California Department of Fish and Game's Natural Diversity Database (2005) as species of special concern include: southern torrent salamander, coast cutthroat trout, western tailed frog, Oregon coast Indian paintbrush, running pine, flaccid sedge, white footed vole, Tracy's romanzoffia, Pacific gila, Wolf's evening primrose, and fork-tailed storm-petrel. At this time, however, none of these species have been listed as threatened and/or endangered according to relevant federal and state law.

Part 4: Historical and Cultural Context of Trinidad Area

4.1 Yurok Cultural Overview

Yurok culture is deeply connected to the environmental landscape in which it has existed for many generations. Cultural relationships between places and people are evident in Yurok cultural traditions, language, stories, resources use, land management, settlement, and contemporary life. The cultural landscape of Yurok people comprises what is known as “ancestral territory” and connects coastal, inland, river, and high country areas and resources. Yurok people utilized specific resources obtained from each region within their ancestral territory. Yurok culture, tradition, and oral histories reflect the complex, integrated, and interdependent relationships that exist between Yurok people and their natural environment. The importance of coastal resources to all Yurok people and villages is evident through extensive trail systems that linked river and coastal villages, ceremonial areas, and resource areas throughout Yurok territory (Gates 1995). Coastal areas provided abundant food resources including a variety of seaweeds, mussels, clams, surf fish, and other diverse coastal marine species. In addition a variety of coastal plant species were utilized as foods, medicines, and for other cultural practices, throughout Yurok country, including spruce root, ferns, and grasses used for basketry. Many important traditional Yurok resources are only available from coastal environments and access to these resources has been a vital component of the coast-river connection of Yurok culture (for a more detailed discussion of the Yurok cultural context, See Appendix B).

Prior to European contact and settlement of the region the largest concentration of occupants were located in the villages along the river, while the total number of houses in the coast villages was approximately one-third the number in river villages (Waterman 1920:184). However, one of the largest Yurok villages was located on the coast. This southernmost village known as Tsurai, is not only unique in that it is one of the largest Yurok villages and it is on the coast, but it is located right on a cove protected from the ocean. Moreover, the language spoken at Tsurai is the most divergent dialect from what Yuroks of other villages spoke (Kroeber 1925:8, 15). Tsurai and the surrounding landscape are places of great significance to Yurok culture as evident in oral histories, ceremonial activities, and subsistence practices that continue to this day.

4.2 Early European Exploration- Initial Contact

The first recorded exploration of the northwest coast of California by non-Indian explorers occurred from 1542-1543 when explorer, Juan Rodriquez Cabrillo sailed north from Mexico for the Spanish Crown. Cabrillo, however, did not sail far enough north to see the Humboldt coastline. English explorer Francis Drake accomplished this feat in 1579, by sighting the Humboldt coast, but was not able to locate the entrance to Humboldt Bay, most likely due to heavy fog. Then in 1603, Spanish Commander Sebastian Vizcaino entered the mouth of the Eel River, just south of Humboldt Bay and was greeted by the Wiyot people in canoes who offered the sailors food (Eidsness

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1988:26). Spanish exploration continued along the coast and in 1775, Juan Francisco de la Bodega y Cuadra and Bruno de Heceta sailed north to the Tsurai cove. The Spanish held a ceremony commemorating the Holy Catholic Trinity and claimed the land for the King and Queen of Spain. Hence the bay, head, and subsequent town were named Trinidad. American vessels followed as early as 1803 and 1805 (McBeth 1950:2; Bearss 1982:17, 26-27).

Fur traders from the Hudson's Bay Company in 1827 were the first known non-Indians to have contact with Yuroks living inland. Jedediah Smith then encountered upriver Yurok villages when he traveled down the Trinity River the following May and June. Smith mistakenly thought that the River course he partially followed emptied into Trinidad Bay and hence he named the river "Trinity."

For the next several decades a variety of Spanish, English, American, Canadian, and Russian ships stopped at Trinidad Bay to restock their food and water supplies, as well as trade for furs. In 1849, American explorers, led by Josiah Gregg, conducted an overland trip from Redding to the coast for the purpose of finding the two bays of Northern California. After an arduous journey, the expedition reached the coast at Little River and proceeded north about eleven miles before turning around and returning south along the coast. On this return trip, the Gregg Expedition stopped at Trinidad, which they had named Gregg's Point. Here the group encountered the occupants of Tsurai with whom they remained for two days, living off of mussels and dried salmon provided to them by the people of the village (Woods 1856).

4.3 Early Euro-American Settlement

Some members of the Gregg Expedition returned to the North Coast a year later to firmly establish Trinidad as a viable port of entry for supplies inland when the gold rush exploded in northwestern California in 1850. Trinidad and Uniontown (Arcata) established early and grew rapidly because their geographic locations were ideal to act as supply stations for the mines of the Klamath, Trinity, and Salmon Rivers. In April of 1850 there were thirty tents and three houses under construction in the rapidly growing city of Trinidad (DeMassey 1927:55). The traditional Yurok trail between the beach and the bluff, now called the Axel Lindgren Memorial Trail, was used as one of the primary haul routes for transporting goods between the beach and the bluff. At the tops of the bluff were pack train outfitters who transported goods to the interior gold fields. Trinidad took the lead early in the packing trade because of its closer proximity to the Klamath River than Uniontown (Bearss 1982:131). In the summer of 1850 a trail was opened from Trinidad inland to get goods, supplies, and men into the gold mines. One branch of this trail went from Trinidad north along the coast to Klamath (Bearss 1982: 134-135). The inland trail went from Trinidad north to Big Lagoon, and then crossed over to Redwood Creek. From here it followed the trail that is assumed to have been first established by members of the Chilula Tribe, across Redwood Creek near present-day Tall Trees and continued to Elk Camp (Bearss 1982:43-44, 131). This inland supply trail was later

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abandoned in the last decade of the 19th century when the Bald Hills Road was established, which connected Orick via Bald Hills to Martin's Ferry (Bearss 1982:133).

By 1851, Trinidad had a population of 3,000 (Murray 1950:5). This sudden increase in population can be partially attributed to the influx of miners and supplies inland, but a large majority of those miners came because of the exaggerated stories of gold found at bluffs north of Trinidad, now known as "Gold Bluff" (Coy 1982:50; Pilling 1978:140). Between December 1850 and March 1851, 28 vessels sailed from San Francisco to Trinidad or Gold Bluff directly (Coy 1982:121). The population of Trinidad remained steady for the next few years and was the county seat for the no longer existent, Klamath County from 1851 to 1854 (Coy 1982: 51). After it was realized that there was little gold along the coastal bluffs and routes to the inland gold fields were established elsewhere, the population in Trinidad quickly subsided and in 1855, not a single sailing vessel was recorded being bound for Trinidad (Coy 1982:124). In September of 1851, Redick McKee, leader of the U.S. Government Treaty Expedition reported that: Trinidad upon the coast has been the principle rival of Union (Arcata), in this trade, and was suffering under the same depression. It contains the same number of houses (100) and probably about the like population (500 and dwindling) (Gibbs 1852:132)

Mining, logging, and the desire of settlement brought many non-Indians to Humboldt and Del Norte Counties. Lawlessness abounded, especially on the coast and within the interior mining regions along the Klamath, Trinity, and Salmon Rivers. Vigilante paramilitary crews quickly formed, such as the Humboldt Home Guard and the Eel River Minutemen whose sole purpose was to murder Indigenous Peoples and kidnap Indigenous children (Castillo 1998). Many vigilante massacres and Indigenous retaliations occurred between many Yuroks and non-Indians. One example along the coast occurred in 1850 when members of the ship *Hector* were robbed as they camped at Patrick's Point. In retaliation, the crew instigated the massacre of Opyuweg, at the southern end of Big Lagoon.

My companions at once began firing their guns. The occupants of the huts, who had been fast asleep, ran out and scattered. Some of the party went into the huts, and found a rifle and other articles, which the Indians had stolen during the night; likewise about a dozen hatchets, which they had picked up from time to time at Trinidad. On this, our men began firing at the Indians (Gihon 1891).

Vigilantism became so rampant that military forts were established throughout the region in order to settle conflicts and help protect the Indians from the settlers and miners.

In 1851 a "Treaty of Peace and Friendship" was signed between the United States Government and the Klamath River Indians (Yurok, Karuk, and Hupa) under the direction of U.S. Indian Agent Colonel Reddick McKee in order to establish Indian lands for the sole use of tribal people in an effort to quell the continued violence. Tsurai people were invited to attend the treaty meeting at Eel River with the possibility of moving to

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that proposed reservation, but declined, stating that they preferred to remain in their oceanside village.

4.4 Industry: Fishing, Whaling, and Logging

The salmon industry provided employment for many coastal Yurok. During the final years that the Klamath Indian Reserve remained independent of the Hoopa Valley Indian Reservation, U.S. troops remained in Requa to maintain amicable relations between non-Indian settlers and the Yurok. The primary purpose of the troops was to “prevent intrusion on the Indians’ land” and to protect Yurok access to their primary industry—salmon fishing (Bearss 1982:124). In 1888 some Yurok entered into a partnership with John Bomhoff, a resident of Crescent City. Bomhoff established a cannery at Requa employing many of the Yurok at Requa, as well as “for some distance up the river” (Bearss 1982:125). Bomhoff supplied the Yurok with boats, nets, and other necessary equipment and men were able to make a daily salary, in addition to their subsistence (Bearss 1982:125). Many young men from tribes in the surrounding area came to Requa during the late 1890s to early 1930s to work summers in the salmon industry (Pilling 1978:138).

In addition to the salmon industry, the whaling industry had some success in Trinidad during the early 1900s. In November of 1912 the West Coast Whaling Company considered the establishment of a station in Trinidad. The California Sea Products Company did establish a station eleven years later. Whaling was done by first harpooning the whales at sea and then towing them into the processing plant at the Bay. Here at the plant, the whale was butchered and made into pet food, fertilizer, and crude oil (Lindgren 1982). The whaling industry did not last long, however, as the whaling station at Trinidad Bay was closed in 1929.

Large Redwood trees lined the Pacific Coast and continued inland for several ridgelines. Such magnificent trees developed the immediate establishment of local lumber companies, as well as brought in outside logging interests. Byron Deming and William March moved the Luffenholtz Lumber Mill to Mill Creek, just north of Trinidad in 1853 (Turner 1993:150). In February 1868 the Hooper Brothers formed the Trinidad Mill Company. This mill was followed in 1869 with the Smith and Dougherty Mill, which was located on a creek just south of Trinidad, also named Mill Creek. The Hooper Brothers and the Smith and Dougherty Mills consolidated under the Hooper Brothers in 1875. In 1871 the Trinidad Mill Company built a logging railroad, which extended from Trinidad into their logging operations. These log cars were pulled by animals until 1880 when a new locomotive was purchased (Borden 1970). A few years later in July of 1883, the Trinidad Mill Company was purchased by the California Redwoods Company, which erected another mill at Luffenholtz Beach. In October 1884 the mills closed because of the stagnate lumber trade and the high productivity and export from the mills on Humboldt Bay. The era of Trinidad as a mill town ended when the mill in Trinidad was destroyed by fire in 1886 (Borden 1970). However, mills in the area remained, such as

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the McConnahas Mill on Mill Creek, just south of the TSA during the 1920s (Turner 1993:145).

4.5 Contemporary Trinidad

The City of Trinidad is quite a bit smaller than the boom years of the 1850s. Many of the industries that previously prospered in the region declined in the 20th Century. Today, Trinidad has a local population of less than 400 residents and over 12,000 seasonal and vacationing visitors each year. Trinidad Bay supports a modest commercial and recreational fishing fleet. However, recent fishing restrictions have curtailed the previous burgeoning fish industry. Due to the scenic beauty of the Trinidad Bay area, the City of Trinidad has concentrated its recent economic efforts on expanding and promoting tourism. This shift from industry to tourism has occurred throughout the redwood belt region of the California Coast. The region includes the Redwood National and State Parks as well as the Six Rivers National Forest and is the destination of travelers and tourists from all over the world. Currently the City of Trinidad, comprised of retirees, seasonal fisherman, college students, Yurok people, and other local Native Americans finds itself in a low revenue economy.

Part 5: Tsurai Study Area

This section provides a brief overview of the documented history of the Yurok ancestral village of Tsurai. Extensive archival research was conducted to compile past archeological studies, ethnographic research, and tribal consultations. In addition, a formal records search was conducted to help identify the chain of ownership, past management practices, and potential long term impacts to the TSA. This section is intended to provide historical context to the management surrounding the TSA. It is not possible to include the vast amount of documentation acquired as a result of the archival review conducted for this project, but the following should be considered a summary of the information obtained through this research process.

5.1 The Yurok Village of Tsurai

Tsurai is the southernmost village within Yurok Territory. The geographical boundaries of the village are a small stream four miles north of Trinidad Head (Tsurewa), Beach Creek (O prmrg wroi) and the village located at the Little River (Me'tsko or Srepor), which acted as both the southern boundary of Tsurai, as well as the southern boundary between the Yurok and the neighboring Wiyot Tribe (Lindgren 1991).

The nucleus of Tsurai was one-half mile east of Tsurewa, on a steep hillside between two spring-fed streams which flowed year-around (sic). This permanent site (which was some twenty-five feet above the Pacific breaker line) comprised ten or twelve Redwood slab houses, a sweathouse, quality waterhole, brush-dance pit, trails, graves, boat landing, and Alder trees. Two pepperwood trees of... spiritual significances grew beyond the boundaries, one on the East and the other on the West (Lindgren 1991).

Tsurai is a unique Yurok village because the people here speak the most linguistically divergent Yurok dialect. Moreover, Tsurai, meaning “mountain,” because of its association with Tsurewa, is the only Yurok village that is in a protected bay as it sits tucked between the windy bluff above and the beach below (Waterman 1920:270-271).

5.2 Mythic Period

The Yurok, like many cultures around the world, have stories that relate the beginning of their existence, as well as the formation of the land around them. Lame Billy of We'itspus related the story of the creation of Tsurewa (Trinidad Head) to Anthropologist Albert Kroeber of the University of California, Berkeley between 1901 and 1902. The story begins that a young man who grew up at Tsurai had a sister who he told one morning, “I should like to see a pretty hill be” (Kroeber 1976:18). When she asked him what the purpose of this hill would be, the young man replied,

I always hear laughing when the wind blows from there. I almost hear someone laughing. That is why I want to make a good hill here. I want

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to sit on it that I may look about. There may be people somewhere.
Perhaps they will see me when they come by (Kroeber 1976:18).

The young Tsurai man then proceeded to go down to the beach, gather a pile of sand in his hands, make the pile round, and set it down again. Thus, Tsurewa was created.

After the young man had created Tsurewa, he sat upon it and said, “I wish you would be higher,” and the sand grew higher. After some time had passed, the young man again said, “I wish you would be a little higher,” and the sand grew even higher. Satisfied, he looked around and said, “That is all,” and ran down the hill to his home (Kroeber 1976:19). When he got home he grabbed a stool and returned to the top of Tsurewa and placed it securely. “Downstream from it he set a white rock, across a black rock, above a red rock. Upstream was the side to which he looked (Kroeber 1976:19). The young man sat on his stool and began to wonder what his stool should become. He then thought,

It will be best if I make a hole here with a spring in it. I shall come here sometimes if I want woodpecker crests. I think that is how I shall make my stool. On the side here next to it I shall make a small hole. I shall come there if I want persons’ money (dentalium shells). I shall come and wash my hands in that. (Kroeber 1976:19).

So the young man made two water holes up on the top of Tsurewa and sat on his stool.

This story continues as the young man of Tsurai travels within Yurok Ancestral Territory and visits many villages to instruct other Yurok on how to properly conduct ceremonies (Kroeber 1976:19-28). What is important is that this story relates the creation of Tsurewa and establishes that the village of Tsurai predates the rock promontory known as Trinidad Head in regards to Yurok oral tradition.

Great heroes are also an important element in Yurok oral tradition. One story about Wohpekumeu, a culture-hero, relates the way people got fire, as well as the reason why there were no oaks or string iris on the immediate coast around Tsurai.

Wohpekumeu came to Tsuräu (Tsurai) from the north. He was going to make acorns grow there, and iris for string; but he wanted girls in payment. Then, when they were not given him, he became angry, and tore up what he was making and threw it away. (Hence no oaks or string iris on the immediate coast.) He went off southward. He did not go very far when he was carried across the ocean. He left the fire drill of willow root, and that is how people have fire (Kroeber 1976:476).

Another story about Wohpekumeu tells of the culture-hero leaving from Trinidad Head to his home across the ocean. When it is time for Wohpekumeu’s second coming, it is the thought that he will return to this land via Tsurewa.

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There are many stories that relate the creation of the world and Yurok culture that remain a part of a strong oral tradition. Many stories have also been lost since the occupation of Yurok ancestral territory by non-Indians, the displacement and relocation of Yurok people, and the U.S. governmental efforts of forced assimilation.

5.3 Historic Period from Contact to 1916

Historical documents record that the coastal Yurok had initial contact with Europeans as a result of Portuguese, and then Spanish expeditions spanning the mid-1500s to the late-1700s (McBeth 1950:3; Bearss 1982:17-24). In November of 1595, Portuguese sailor Sebastian Rodriguez Cermeno entered Trinidad Bay, but did not anchor for fear of rocks (Hoopes 1971:4-5). In the summer of 1775, on the ninth of June, two Spanish ships sailed north of Mexico along the coast with the purpose of exploration in the name of Spain. Bruno de Heceta was captain of the *Sonora* and Juan Francisco de la Bodega y Cuadra captained the *Santiago*. These two ships sailed north and as the pilot Francisco Mourelle noted, they came upon

...a land-locked harbor to the SW., we determined to enter it. The schooner cast anchor opposite a little village, which was situated at the bottom of a mountain. As soon as we had anchored, some Indians in canoes came on board, who, without the least shyness, traded some skins for bugles (Bearss 1982:22).

Two days after the Spaniards docked, they climbed to the top of Tsurewa and erected a cross, celebrated mass, and proclaimed the land for the King and Queen of Spain. The day of occupational celebration occurred on the day of the Holy Trinity, thus the area was named Puerto de la Trinidad (or La Santisima Trinidad) in remembrance of that day (Bearss 1982:23; Hoopes 1971:7; Heizer and Mills 1952:22).

The Indigenous Peoples that the Spanish had encountered at “Trinidad” were the Yurok people of the village of Tsurai. For the next ten days the Spanish occupied the village of Tsurai and repaired their ships, studied the people, traded goods, and replenished their food and water supply (Heizer and Mills 1952:19-31).

This Spanish expedition was followed in April, 1793 by the Englishman, George Vancouver and in 1803 by Russian ships seeking otter pelts. The American ship, *Leila Byrd* anchored in Trinidad Bay in 1804 where the crew killed several Yuroks in what is recorded as an act of self-defense (Hoopes 1971:11-12). This first known conflict between local Indians and non-Indian settlers manifested a defensive approach by the Tsurai. Thus, when the English ship the *Columbia* docked in the Trinidad Bay in 1817, dugout canoes from the village of Tsurai swiftly surrounded it. Once the intent of friendliness was understood, the trading of food, furs, and iron commenced. After purchasing all the pelts the Tsurai had for sale, the Englishmen set sail from the bay (Bearss 1982:28).

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As stated previously, some members of the Gregg Expedition on a return trip, established Trinidad as a viable port of entry for goods and supplies for the mining fields inland along the Klamath, Trinity, and Salmon Rivers. Subsequently, within the same year as the 1850 expedition, prospective landowners laid claim to the land surrounding Trinidad Bay.

Commencing at a point at low water on Trinidad Bay, and running N 16° 45' W along the line of a certain survey (Made under the direction of Robert A. Parker) one mile, -Thence West 16° 45' S 750 ft. thence S 16° 45' E to the water edge making a distance of one mile and a quarter, more or less; thence along the lower line of tidewater mark to the place of beginning (Records of Trinidad 1850:1).

Thus, the land around Trinidad was “claimed” by non-Indians “for the purposes of settlement, cultivation, and improvement...(Records of Trinidad 1850:2). Trinidad was connected to other non-Indian establishments south via the Old Wagon Road.

Trinidad and Union had been connected by a mule trail soon after the founding of these towns. As late as 1854 much of the mail and express of the bay was carried over this trail, although it was characterized as “dangerous and in winter almost impassable.” In 1857 the citizens of Trinidad and the farmers from the region began the agitation for a road, and were successful in constructing a “passable” wagon road as far north as Little River (Coy 1929:75).

With the rise in the non-Indian settler population, in addition to the enactment of the Homestead Act, pressure mounted on the people of Tsurai to give up their traditional lifeways and homes, but the Tsurai people remained. U.S. Indian Agent, Redick McKee met with the Tsurai in September of 1851, presenting them with gifts from the President and requesting that they relocate to a reservation near the mouth of the Eel River. The Tsurai refused, apparently due to their fear of being mistreated (McKee 1853:155). In 1903, a Sheriff and two Little River Redwood Company employees forced medicine woman Annie Kirby and her husband Kirby George, also known as Injun George, from their traditional home on the southern portion of Tsurai. Their belongings were thrown into the road and to ensure that the two did not return, their house was set on fire (Lindgren 1984:4). Although the village portion of Tsurai, which was in the Trinidad city limits was not evacuated at this time, the U.S. government did want to remove the remaining Tsurai to the Wiyot Tribal Reservation, which the Tsurai refused to do (Lindgren 1984). Instead the village of Tsurai remained occupied by people, such as Weitchpec Jim, who was later known as Humpback Jim when he moved to Tsurai. Kroeber interviewed Humpback Jim, one of the last remaining residents of Tsurai, in 1907 (Lindgren 1983). The following year, the last Brush Dance at Tsurai was held.

5.4 Modern Period from 1916 to Present

The Spanish upon arrival in 1775 first claimed the Tsurai village for the King and Queen of Spain. Then, as stated previously, in 1850 the whole town site, including the village was claimed by non-Indian ownership. The land then fell into commercial ownership with purchase by the Little River Lumber Company and Hammond Lumber (Pratte 1977). While the land was no longer “owned” by the Tsurai, members of the village continued to reside there. Many of the younger Tsurai men and women had moved away for jobs and economic pursuits. However, several of the older people remained in their homes at Tsurai. In 1900, these homes included the residents Old Jennie, Old Mau, Wild Annie, Blind Tom, Humpback Jim, Old Tsurai, Oscar, Old Willie, Old Pete, and Elizabeth Warren (Heizer and Mills 1952:180). In addition to the homes, when Kroeber’s assistant, T.T. Waterman came to the village around 1906, he found two sweathouses and a Brush Dance pit (Heizer and Mills 1952:182).

Eventually, the remaining few residents at Tsurai began to move away until Humpback Jim and his wife were the only remaining residents. In 1913 or 1914, Humpback Jim passed away and his wife continued to live in their Tsurai home until 1916, when the site’s water source had been contaminated, presumably by garbage dumped off the bluff and onto the site; she was forced to leave her ancestral home by the property owners (Heizer and Mills 1952:182).

In 1920, Axel Lindgren II leased the property that included the area of the Tsurai village from the land’s new owners, Hammond Lumber Company and Carl Langford. However, Axel Lindgren II only leased the property until the 1940s and the land remained in private non-Tsurai ownership, which over time was divided into several parcels (Pratte 1977). Despite the variety of ownership, lineal descendent Axel Lindgren II took on the responsibility of continually caring and maintaining the village site and the cemetery in particular.

Such care was especially needed, not only because of the neglect of the village by the private landowners, but also because of the excavations and looting that occurred. In 1931 amateur archeologists excavated the last marked graves at Tsurai, which had been surrounded separately by picket fences, looting the goods for their personal collections and leaving the human remains insensitively strewn around the gravesites. Axel Lindgren II remembers,

(e)arly one morning while on our way to school, my brothers and I witnessed those remains of Old Tsuris [Tsurai] his son Oscar, and “Old Mau”, our great-grandfather, the last male leader of Tsurai (Lindgren 1991).

Many Yurok recall this incident as an example of the lack of respect demonstrated towards those Yurok buried within the village.

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In 1948 a private property owner deeded land to the Trinidad Civic Club. The following year the Club erected a 25-foot Memorial Lighthouse on the ocean bluff at Trinity and Edwards Street directly above the traditional Yurok trail (now known as the Axel Lindgren Memorial Trail). The land in which the monument sits is the location of the old Childs' home, lineal descendants of the village of Tsurai. The Memorial Lighthouse is a concrete replica of the functioning lighthouse maintained by the U.S. Coast Guard located on Trinidad Head. Originally constructed as a tourist attraction, the Memorial Lighthouse has no utility for either the U.S. Coast Guard or boats at sea. Rather, it continues to serve as the iconic symbol of Trinidad, as well as a memorial to those who have been lost or buried at sea.

Academic archeological excavations of the village and some burials within the village were conducted between August and September of 1949. Professors Heizer and Mills and students from the University of California at Berkeley conducted archeological investigations on the site. Yurok oral history suggests a lack of cultural sensitivity on the part of those conducting the study. When Axel Lindgren II went down to the village to inquire about what was going on, Professor Jack Mills told him, "If you have come here to cause trouble or interfere with this scientific survey like your mother-in-law has, I will call the sheriff" (Lindgren 1984a). Professor Mills declared that they were only to excavate midden beds, but instead excavated fifteen cubic yards of which little was in midden soil (Lindgren, 1984b)..

In 1950, following the Heizer excavation and the construction of the Memorial Lighthouse, a portion of the TSA was graded with a bulldozer, for the purpose of development (Pratte 1977:9). In 1977, the Planning Commission and the City Council of Trinidad twice approved residential building permits on parcels within the TSA, specifically between Parker and Pepperwood Creeks. This occurred despite the fact that the Coastal Commission had denied approval of one of the permits (Pratte 1977:5). In the same time period the City of Trinidad declared the TSA "Open Space" in its General Plan (later approved as the Local Coastal Program), which would be inconsistent with such permits.

Between the 1950s and 1970s looting of the gravesites and the village continued. However, Axel Lindgren II remained faithful to the protection of the site. In 1978, the Tsurai Ancestral Society, comprised of the descendents of the village and led by Axel Lindgren II, was formed as a non-profit organization. The Society was formed for the purposes of caring for and maintaining the village and burial grounds, as well as to advocate and work for its protection.

Furthermore, in 1978, the Coastal Conservancy, a state governmental agency established to preserve, protect, and restore California coastal resources while ensuring public access, authorized the purchase of six parcels, which included the Tsurai Village. These six parcels, which were all purchased in 1978, have come to be known as the "Tsurai Study Area." The Conservancy later sold this land to the City of Trinidad in 1989 with funds granted to the City from the State of California's Environmental License Plate Fund

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(Pursuant to Chapter 1633, Statutes of 1988, in accordance with authority provided in CA Pub. Res. Code Sec. 31354). The conservation easement was attached to the deed for each parcel within the TSA and as a result, the Coastal Conservancy retains a conservation easement to ensure its statutory goals are achieved. Existing trails protected by this conservation easement not only provide direct coastal access from the bluff, but also extend inland along Parker Creek toward Scenic Drive.

In 1997 the City of Trinidad and the Trinidad Civic Club recorded a quitclaim deed (1997-12649-2) that altered the existing boundaries of the Memorial Lighthouse, and transferred the land within those boundaries to the Civic Club. On February 12, 1997, the Coastal Commission and Coastal Conservancy requested that the City not transfer the land to the Civic Club without their approval. The City reviewed the Commission and Conservancy's request in a closed session and decided that they were willing to proceed with the land transfer without this requested approval. On April 9, 1997, the City Council unanimously voted to quitclaim the property.

Also in 1997, the City of Trinidad unanimously opposed in a closed session the reconstruction of the traditional Tsurai trail. This traditional trail began where the Memorial Lighthouse is now located and extends down into the Tsurai Village. The reconstruction of the trail did occur and the trail was renamed the Axel Lindgren Memorial Trail (ALMT). The Yurok Tribe constructed the ALMT with funds acquired by the Tribe from a litigation settlement agreement; tribal, state and private donations; and tribal funds. The ALMT was built in the cable-step style construction. Due to engineering considerations and budgetary constraints, the lower portion of the traditional trail was not restored, but instead was routed along its current path. The traditional entrance at the top of the ALMT was also diverted, due to the placement of fencing around the Memorial Lighthouse.

Despite changes in ownership and the continued maintenance of the Tsurai Village by Axel Lindgren II and the Tsurai Ancestral Society, protection of the cultural and natural resources within the Tsurai Study Area remained problematic. Looting continued to be a problem, including the desecration of gravesites (Times-Standard 1990; Lion 1989). Management decisions and actions taken by the City continued to be a source of contention between the City and the Tsurai Ancestral Society. In the summer of 1991, the City of Trinidad denied the Tsurai Ancestral Society the right to maintain the burial site by clearing brush and weeds (Forster 1991). This conflict between the people of Tsurai and the City escalated and remained unresolved over the next decade. Following the re-organization of the Yurok Tribe in 1993, the Yurok Tribe, as a federally recognized tribal government, began to take an active role in advocating for the protection and better management of one of their most significant ancestral villages.

Beginning in the summer of 2002, after the Tsurai Ancestral Society contacted the Coastal Conservancy with concerns about vegetation dumping on the property, discussions concerning the need for a management plan were initiated between the TAS, the City of Trinidad, the Coastal Conservancy and the Yurok Tribe. Those discussions

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resulted in a Coastal Conservancy grant to the Yurok Tribe to develop this management plan in partnership with the Tsurai Ancestral Society and the City of Trinidad, in order to evaluate access needs, identify use conflicts, and recommend possible access improvements for the benefit of public access and protection of Native American cultural resources. The purpose of this Plan is to make recommendations to aid in the successful accomplishment of these objectives. The Tsurai Management Team was formed, with the purpose of developing a draft Plan to be submitted for public review and comment, and finalized via the adoption by the members of the Team.

In April 2005, the California Coastal Commission, Coastal Conservancy, City of Trinidad and Tsurai Ancestral Society entered into a settlement agreement that resulted in resolution of the issues among those parties in the case of *Frame v. City of Trinidad* (Humboldt County Superior Court Case No. DR 98 0359). The parties agreed to continue with the Management Plan process and to use best efforts to implement recommendations of the Management Plan with regard to protection of the Tsurai Village, protection of natural resources, soil stability, and public access to and along the beach on all existing trails in the TSA. The parties also agreed to cooperate in effecting the transfer of a portion of the TSA to the Yurok Tribe to be held and managed in accordance with the Management Plan, contingent on an agreement with specified terms and conditions between the City, the Conservancy and the Yurok Tribe.

Heavy winter storm events in January of 2006 revealed the need for continuous monitoring and trail maintenance within the TSA when intense wave action and increased rainfall amplified damage to the lower portion of the ALMT. The resultant damage consisted of the complete removal of the cable and steps on the lower portion, which descends onto the beach. The storm also revealed the instability of the toe of the slope, evident with new surface cracks and slope slippage. The lower portion of ALMT was repaired, again using cable and steps reinforced with local rock in May 2006. Trail repairs were performed by tribal volunteers from the AmeriCorps, Tribal Civilian Community Corps (TCCC) located in Hoopa, California. Supplies for the repairs were provided by the City. Trail repairs and the TCCC crew were supervised and monitored by the Yurok Tribe Environmental Program.

Over the past 150 years ownership of the TSA has gone from being the home and lands of Tsurai People, to private ownership, to the Coastal Conservancy, and finally to the City. Since Tsurai descendants and the Yurok People lost their ability to manage and maintain the village and cemetery, it has suffered from decades of neglect, mismanagement, illegal looting, Human impacts, and natural erosion, all resulting in site damage. The archival record shows that through these years the consistent appeals for appropriate stewardship by the landowners from the Tsurai Ancestral Society and the Yurok Tribe have often been ignored, and the descendants from Tsurai continue to demonstrate good stewardship and advocate for appropriate management of the TSA. The Yurok Tribe has expressed a willingness to assume management responsibilities and demonstrate appropriate stewardship and restoration of the natural and cultural resources within the TSA for the benefit of the public and future generations.

Part 6: Tsurai Study Area: Current Conditions

This section provides a site-specific overview of the current resource conditions and ongoing processes that impact the TSA in relationship to management issues identified by the Management Team for the purposes of preparing this Management Plan. In some cases, recommendations for further studies will be made based upon gaps in the current data and the identification of additional data and research needs for future management purposes.

6.1 Geomorphic conditions

Bedrock geology, plate tectonics, and ocean wave action each have significant roles in creating the geomorphic conditions on the north coast of California. The City of Trinidad is situated on top of a coastal bluff within this geologically dynamic region. The TSA is located downslope of the concentration of development within the City, comprising steep and sloping terrain between the beach and the bluff. Tsurai Village is situated mid-slope, approximately 25 to 40 feet above the high tide line (LACO 2004:1). Three creeks or streams run through the TSA and flow directly into the Trinidad Bay, also contributing to geomorphic processes throughout the property.

Erosion of the site, both above and below Tsurai Village is a serious concern to the Yurok Tribe, the Tsurai Ancestral Society and city residents with homes located on top of the bluff's outside edge. Various parties have conducted several geo-technical studies over the years in an attempt to define the processes, risks, causes, and possible mitigation measures that could be implemented to prevent further erosion and possible bluff failure. Failure of the bluff will cause serious damage to the cultural resources within the village site below, as well as significant property losses to those residents who own homes on the land above. Some erosion and bluff failure is clearly due to natural processes as expected in such a dynamic geomorphic region. While the impact of foot traffic on the trail above Tsurai Village may have some effect to the stability of the bluff to "no practical effect" (LACO 2004: 18), the impacts of development, runoff, and increases in groundwater surface elevation should be addressed in management decisions for the TSA because these are areas that are definite contributions to bluff failure.

A portion of the Coastal Conservancy grant that funded the preparation of this Plan was combined with funds provided by the Tsurai Ancestral Society to contract with LACO and Associates to conduct an engineering and geologic assessment of Tsurai Village and the TSA. The LACO (2004) report summarized previous studies, addressed the site-specific issues identified by the Tsurai Management Team, conducted a site evaluation of the TSA, and provided a series of recommendations for mitigation of the anthropogenic causes contributing to geomorphic processes that are adversely impacting the TSA and the village site. That report represents the first attempt to synthesize the findings of a variety of past geo-technical studies and provide site-specific recommendations for mitigating processes that are adversely impacting the TSA and village site (See Appendix

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F). Moreover, the Tsurai Ancestral Society has submitted a grant proposal to fund further geological survey work to be performed by LACO, on additional areas within the TSA.

6.2 Environmental conditions and natural resources

Trinidad Bay and the surrounding coastal areas are elements of a unique ecosystem within what is commonly referred to as the “redwood belt” of northwestern California. In the process of archival research, no comprehensive environmental assessments of the biological plant and animal resources have been located for the TSA. Therefore, a preliminary environmental review has been performed by the Yurok Tribe Environmental Program according to the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) in order to inform management decisions (See Appendix E. All supporting documentation for determinations is on file with the Coastal Conservancy and the Yurok Tribe Environmental Program.) This preliminary assessment should not be construed as meeting the requirements of NEPA or CEQA for any future proposed project. In addition, this assessment is based on environmental documentation and did not include an intense biological site investigation. The following section identifies both general and specific information about the known environmental conditions and natural resources within the TSA that require consideration in management decisions.

A. Aquatic resources:

Aquatic resources, in and adjacent to the TSA include those within ocean, spring, and creek habitats. In regards to migratory and native fishes of these habitats, the assessment determined by California Department of Fish and Game, California Cooperative Fish and Habitat Data Program (CalFish), finds that Coho, Chinook, and Steelhead fishes are only *historically* or *possibly* located within the streams of the TSA. Moreover, Cutthroat has been determined as *probable* within the TSA. And according the California Department of Fish and Game, California Natural Diversity Database (2006), coast cutthroat trout (*Oncorhynchus clarkii clarkii*), a species of special concern, is located within Parker Creek. Therefore, the streams within the TSA, while not *critical habitat* in terms of the federal and state Endangered Species Act, may be considered probable habitats of concern, particularly when assessing cumulative impacts as required by NEPA.

As previously noted, the Kelp Beds in Trinidad Bay have been designated as an Area of Special Biological Significance (now a Critical Coastal Area) and are subject to protection and regulation under the California Coastal Act. The entire city of Trinidad is within the designated Coastal Zone and as such is also subject to protection and regulation under the Coastal Zone Management Act. The TSA is approximately 41 miles from the closest Wild and Scenic River (the lower Klamath River) and, therefore, will not adversely affect a river that has been designated as Wild and Scenic.

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No water quality issues concerning those streams within the TSA are specifically discussed in the North Coast Regional Water Quality Control Board Basin Plan and the TSA is not located near a sole source aquifer. However, water quality issues have previously been identified in past water sampling and monitoring of the three streams that flow through the TSA and into the protected Bay. Preliminary water sampling has detected the presence of fecal coliform in the streams that pass through the TSA, but its source is not yet known. A draft grant application for the City of Trinidad's proposed Onsite Wastewater Treatment System Management Program states:

A large portion of the existing Onsite Wastewater Treatment Systems (OWTS) are more than 20 years old and were either installed prior to County Health Department permit requirements or prior to permanent record keeping...

It is unknown whether the OWTS in and around the City of Trinidad are being maintained or functioning properly. The unknown status of OWTS within the City poses a substantial risk to the water quality of the three coastal, perennial streams (Parker Creek, Mill Creek, McConnahas Mill Creek) that run through the City, as well as groundwater runoff from the coastal bluffs and coastal resources (City of Trinidad 2002, Proposition 13 RFP, Coastal Non-point Source Grant Program, Exhibit A).

In addition, erosion and sedimentation within site and beach areas may be affecting water quality in the Bay. The City of Trinidad 2002 draft application to the Coastal Non-point Source Grant Program proposed a joint undertaking with Humboldt County Water to conduct a wastewater facilities study "to determine if septic tanks are presently creating pollution problems between Mill Creek and Luffenholtz Creek" (Trinidad Planning Commission 2001).

Recognizing the importance of monitoring and maintaining the septic systems, the City applied for and received two grants for Onsite Wastewater Treatment Systems. The combined State and Federal grants will establish a monitoring program to determine the status of runoff water quality. The City has included the TSA in the monitoring program and will share the results with the community. Water quality issues need to be investigated to identify potential causes, sources, and impacts and identify appropriate mitigation measures for protecting terrestrial, coastal, and marine resources in addition to public health.

In terms of the impact of those streams during flood events to the surrounding environment, the TSA has not been included in the area of study by the Federal Emergency Management Agency's Flood Insurance Rate Maps (FIRM). However, it may be concluded that the TSA is not in an area of flood concern as the directly adjacent lands are located in Zone C, which are "Areas of minimal flooding." Moreover, the U.S. Environmental Protection Agency, does not indicate any Special Flood Hazard Areas or Moderate Flood Hazard Areas with the TSA.

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B. Terrestrial resources:

The TSA is situated in a coastal area, with a diversity of plant and animal life that reside within the Pacific coastal zone. Many of these plant species are invasive, non-native species that have opportunistically exploited a biological niche created by changes in land-use and land management since Tsurai residents left the village. Early images of the Tsurai area, including the TSA, illustrated an open landscape dotted with a few large redwoods or Sitka spruce. The dramatic change in the appearance of the land within the TSA is likely due to the cessation of cultural and annual burning in the mid 1800s, a traditional land management practice of Yurok people. This change of land management has led to a change in the biological communities that inhabit and exploit the area. This change in species distribution throughout the TSA has changed the natural environment, and leads to impacts to cultural resources within the TSA.

An example of how change in the natural environment leads to impacts to cultural resources is evident in the presence and impacts of the *Aplodontia rufa humboldtiana* (Humboldt Mountain Beaver). Although *A. rufa humboldtiana* are native to the area (Steele 1989: 15, Godin 1964), their presence may be exacerbated by the current overgrown condition of the TSA, particularly within the village area. This is due to the types of foods and locations preferred by the *A. rufa humboldtiana*. *Aplodontia* consume poisonous, invasive, and other plants uneaten by most other vertebrates, including various types of ferns (*Pteridium spp.*), lupine, larkspur, foxglove (*Digitalis purpurea*), thistle (*Cirsium spp.*), and nettle (*Urtica spp.*) (Steele 1989: 25).

These plants all have physical or chemical defenses that keep many animals from consuming them. The mountain beaver is a primitive rodent with a somewhat uncontested food niche including many plant species. It has a voracious appetite and feeds on almost all available vegetation growing near its burrow (*Ibid.*).

Subsequently, when an area, such as the TSA becomes overgrown with poisonous, invasive plants, the *Aplodontia* may thrive in a habitat no longer inhabitable by other native species, due to food availability. Preferred topography also plays a role in the desired habitat of the *Aplodontia*. Steele (1989) has researched and documented the tendencies and locations of *Aplodontia* stating

The mountain beaver digs extensive underground tunnels that can form a network of passages. These tunnels are usually only a few inches below the surface and have many openings. Local topography such as fallen logs, the slope of a bank, rocks, soil factors, and the location of food plants determine the direction and extent of the runways and the location of their entrances and exits. ...Most nests are located at sites with good drainage, often under mounds, logs, uprooted stumps, logging slash, or in dense thickets (Steele 1989: 24).

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Therefore, the area within the TSA may be a prime topography for the *Aplodontia* to thrive, excluding areas where the ground is highly saturated. As a result, the burrowing of the *Aplodontia* are perceived as contributing to the erosion of the bluff and damage to cultural resources particularly within the village. The issue of *Aplodontia* and the impacts of this species on both slope stability and damage to cultural resources are an example of why environmental conditions can lead to natural and cultural resource issues that have adverse effects on the TSA; and as such, need to be given adequate consideration in future management decisions.

The location of the TSA, as well as the use of the land and nearly impenetrable layer of dense vegetation lead to the conclusion that the site is not located on or directly adjacent to agricultural farmland that is categorized as prime, unique or of state or local importance and therefore, is exempt from the Farmland Protection Act. In addition, none of the recommended projects will convert agricultural land to a non-agricultural use. Also, mineral resources are not a concern as no mineral resources of local, state, or regional importance are located within the TSA.

C. Air Quality

Air Quality is a concern of the environment that is regulated according to the Clean Air Act. In regards to the TSA and air quality, the Federal Ambient Air Quality Standards have all been met in the site location. Moreover, all State Ambient Air Quality Standards for the location are classified as attainment, including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, and hydrogen sulfide. The only exception is for Particulate PM10, which is classified as nonattainment. However, the North Coast Unified Air Quality Management District is continually taking measures to reduce emissions of PM10 and bring ambient levels of PM10 down to below the state requirement. In addition, PM2.5 and visibility reducing particles have not been classified for Humboldt County and no asbestos has been identified at the site.

D. Hazards and Hazardous Materials

Hazardous waste should also not be considered a concern within the TSA. The area is not located within one mile of a National Priorities List, CERCLA, or equivalent state listed site. Moreover, there are no nearby toxic or solid waste landfill sites and no underground storage tanks located on the project site.

E. Environmental Justice

Environmental conditions must also be recognized according to issues of Environmental Justice, as well as be assessed by federal agencies under Executive Order 12898. Therefore, any federally funded projects must be assessed as to whether a project will have a disproportionately adverse effect on the environments of low income or minority populations. Whether a project will disproportionately adversely effect low income or minority populations is contingent on the scope of a proposed project.

6.3 Cultural and Archeological Resources

The cultural landscape of the Yurok people encompasses coastal areas between Little River and Damnation Creek and the Lower Klamath River. This traditional landscape was interconnected through a complex network of villages, trails, and resource areas. The Yurok Village of Tsurai should be considered the residential area of a larger cultural and natural resource area utilized by Tsurai people. Two renowned anthropologists, A.L. Kroeber and T.T. Waterman, conducted early ethnographic research in the 1900s. Dr. Kroeber devoted many years to documenting the oral history and cultural practices of Yurok people with the help of his primary informant, Robert Spott. As Kroeber's assistant, T.T. Waterman conducted a comprehensive study in cultural geography, mapping and documenting Yurok cultural and natural resources, including place names, traditional trails, villages, settlements, ceremonial and resource areas. The body of research compiled and published by both Kroeber and Waterman provide a wealth of cultural information on Yurok people during a time of significant cultural upheaval and transition. These scholars captured many aspects of traditional cultural life that are still evident in contemporary Yurok society. Their research provides valuable insights into traditional Yurok land use practices, settlement, commerce, communication, transportation, natural and cultural resources, and cultural understanding and practices.

Robert F. Heizer, John E. Mills, and other researchers from the University of California, Berkeley, initially conducted archeological investigations of the village of Tsurai in 1948-49. Heizer and Mills (1952) published a history of the village in a book entitled, *The Four Ages of Tsurai* (Heizer and Mills 1952) and later published the archeological findings of the 1948-49 excavations in a comparative site study (Elasser and Heizer 1966). Subsequent cultural resources studies were conducted in efforts to identify site extent, site boundaries, or address management concerns (Hampson 1974; Pratte 1977; Arbuckle 1979; Eidsness 1982). No recent comprehensive site surveys have been conducted for the village of Tsurai or the TSA. A summary of the findings of prior research is included in the formal records search obtained from the North Coastal Information Center. These previous studies are also summarized in the archival research findings section (Sections 4 and 5) of this report. Past archeological studies indicate that the village was a permanent village, containing multiple levels of human occupation through time. Cultural resources previously identified within the TSA include a cemetery, traditional trails, sacred trees, house pits, a sweathouse, and Brush Dance area, as well as a dense archeological deposit associated with the occupation of the village and the use of surrounding coastal and marine resources.

It is important to note that Professor Heizer's assertion that Tsurai village was between 300-400 years old was based upon the results of a single radiocarbon date. Artifacts, specifically stone tools, recovered from the site suggest a much deeper time span of human occupation. These lithic chronologies were not well established at the time Heizer interpreted his site data and as a result Heizer's interpretations about the age of the site are not supported by current established lithic chronologies for the region. Heizer's

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interpretations did not include what is now accepted to be the date of the last major tsunami to inundate the northern California coastline, estimated to have occurred in 1700 AD, resulting from an earthquake off the coast of Japan. As a result, Heizer's conclusions that the site is 300-400 years old may well be a result of tsunami activity rather than an accurate interpretation of the archeological record for the site. Standards, methods, and theory for archeology have changed significantly since Heizer's excavation at Tsurai. Furthermore, the nearly 30 year lag between excavation, analysis of the collection, and publication raises potential questions about Heizer's interpretations of site use and occupation history at Tsurai.

Erosion of the lower portions of the village site at the toe of the slope onto the beach is primarily the result of naturally occurring processes, specifically wave action. However, two locales in which erosion is occurring at an accelerated rate and where archeological materials are being exposed onto the beach may be associated with the areas of excavation conducted in 1949. Archeological excavation and backfilling of excavation units after excavations result in unconsolidated soils, which are more prone to erosion than undisturbed, intact sediments and deposits. Initial observations of the areas by the a professional archaeologist found that where archeological materials are eroding onto the beach suggest that this may be a result of the 1949 excavations at the site.

On November 3, 1969, the village of Tsurai was designated a California State Historical Landmark (Landmark Number 838) and commemorated with a historical marker, installed on top of the bluff near the intersection of Edwards Street and Ocean Avenue in 1970. The village was nominated to the National Register of Historic Places in 1977 but was never evaluated.

Yurok oral history identifies Tsurai and its surrounding landscape, particularly Trinidad Head as areas of profound spiritual significance to Yurok culture. Yurok creation stories recorded by A.L. Kroeber recount the story of Tsurewa Man and his role in the creation of the Yurok world. The Yurok Tribe considers Tsurai Village and Trinidad Head to be sacred sites as well as areas of archeological and cultural significance. Under national guidelines for identifying historic properties, both the village of Tsurai and Trinidad Head would be considered Traditional Cultural Properties, which are defined generally as properties that are

eligible for inclusion in the National Register because of [their] association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community (Parker and King 1992:1).

Tsurai Village, Trinidad Head, the sea stacks, and other landscape features within the Trinidad viewshed are components of the Yurok cultural landscape embedded with deep cultural, historical, and spiritual significance to Yurok people. This relationship and significance is well documented in both Yurok oral history and early ethnographic research conducted by Kroeber and Waterman. The Trinidad area continues to be of profound cultural and spiritual significance to contemporary Yurok people. The

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appropriate management and protection of the cultural resources contained within the TSA are the primary concern of the Yurok Tribe and the Tsurai Ancestral Society. For decades, Tsurai Ancestral Society founder and lineal descendant of Tsurai Village, Axel Lindgren II was the primary caretaker and advocate for the protection of the cemetery, the village, and the traditional trail through the village, at times in direct opposition to the management goals of the City of Trinidad. The rights and responsibilities of lineal descendants and the Yurok Tribe have been strengthened over recent decades with the recognition of ancestral and cultural resource protection rights of Native Americans through the passage of various federal and state cultural resources protection laws. These rights and responsibilities, and associated supporting regulations need to be incorporated in management decisions that impact the TSA. In the past, this has not been the case. The Management Plan attempts to identify cultural resources problems and resolve some of the past mismanagement practices that have had threatened, and continue to threaten, these significant cultural and archeological resources within the TSA.

The Yurok Tribe Environmental Program, Cultural Resources Division, conducted a cultural resources inventory survey for the TSA between February and June 2006. The purpose of the survey was to identify the presence or absence of previously undocumented cultural resources within the TSA and assess their condition for the purposes of informing management recommendations made within the Management Plan. Several previously undocumented locations containing historic and archaeological resources were identified during the field survey. These areas are distributed throughout the entire TSA and extend beyond the location of Tsurai Village and cemetery as previously documented.

6.4 Access Trails and Recreational Resources

The topography and dense vegetation within the TSA have resulted in the need to establish and maintain trails to ensure safe public access to the beach area below the bluff. Large rocky outcrops and the natural shape of the beach below Tsurai make access to the beach difficult, if not impossible, in high tide. Several established trails exist to allow the public to access the beach at varying levels of difficulty. The conservation easement held by the California Coastal Conservancy over the TSA includes as a primary purpose; providing public coastal access on the property. Two types of trails have been identified in this study:

- beach access trails intended for public use; and
- site access trails intended to provide access to the village site and cemetery by the Tsurai Ancestral Society and the Yurok Tribe.

As previously noted, trails are an important component of the Trinidad area, particularly for the recreational use of residents and visitors.

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Trails are highly significant components of traditional Yurok culture. Traditional Yurok trails are considered lineal sites that contribute to traditional cultural properties and in some cases have ceremonial significance. The traditional Yurok trail system connects the entire Yurok cultural landscape and ancestral territory. The Axel Lindgren Memorial Trail is a traditional Yurok trail and has both ceremonial and cultural significance to the Tsurai Ancestral Society and the Yurok Tribe. Two additional, lesser known trails exist in the TSA that have been used and maintained by the Tsurai Ancestral Society for the purposes of access and caring for the village site, specifically the cemetery. These trails are not intended for public use or access as they lead directly into the burial grounds and the remains of Tsurai Village. Detailed information about each trail is provided in the form of a matrix that analyzes conditions of each trail. (Appendix E). A discussion on trail issues is included in Section 7.3 of this document.

Beach access trails have recreational and aesthetic value to the general public, and also enable access to recreational areas and activities along the beach and within Trinidad Bay such as fishing, boating, kayaking, hiking, beachcombing, and simply enjoying the scenic beauty of the area. Trails and other recreational resources are a vital component of the local Trinidad economy as they attract tourism, which is currently the primary economy for the City. These resources are valued by local residents, local merchants and business owners, and by tourists who visit the City. The California Coastal Conservancy has a mandate to help promote beach access and retain trail access to California's coastal areas and beaches. The Management Plan attempts to identify ways to address resource protection concerns, while helping the City and the Coastal Conservancy maintain compatible beach access and recreational uses associated with the beach and coastal area.

Part 7: Tsurai Study Area Resource Management Issues

This section combines the archival and ethnographic research with information obtained through the scoping meetings held with the various stakeholders for the purpose of identifying the primary management issues to be addressed in future TSA management. The stakeholders include the City of Trinidad, property owners adjacent to the TSA, the Tsurai Ancestral Society, the Yurok Tribe, the California Coastal Conservancy, and the interested public. This section focuses on identifying specific management concerns, the processes or contributing factors, and areas of commonality and conflict between stakeholder groups over the management of the TSA. Detailed information from the individual scoping meetings is provided in the form of summary and a matrix that analyzes the content of and follows the outline used in all scoping meetings (Appendix C and D).

7.1 Erosion

Erosion in and around the TSA has multiple causes and manifestations. Each type of visible erosion problem identified by stakeholder groups was discussed in order to gather information and concerns on the issues, perceived causes, potential impacts, and suggested mitigation measures on the TSA and adjacent lands.

A. Bluff

Stakeholder groups identified the potential for erosion leading to failure of the bluff to be a serious concern. Bluff erosion concerns are based on the perception that erosion may lead to bluff failure, undermining adjacent properties, and impact the Tsurai Village site. Public safety concerns over potential bluff failure were also identified as an issue that needs to be addressed. Competing and conflicting opinions exist about the causes of bluff erosion (natural versus anthropogenic) and the risk of potential bluff failure. Bluff stability is a primary concern for the City and adjacent landowners who own property on the ocean edge of the coastal bluff. The Tsurai Ancestral Society and the Yurok Tribe are equally concerned with bluff stability and potential bluff failure that could damage or bury the village site and cemetery below.

B. Stream

The three streams that pass through the TSA and flow across the beach into Trinidad Bay are known as Alder Creek, Pepperwood Creek, and Parker Creek. The Tsurai Ancestral Society and the Yurok Tribe identified concerns about stream erosion due to the visible impacts observed over time on the village site and archeological deposits contained within the TSA. The swampy, saturated conditions of the village site and cemetery area are a concern to the Management Team as this condition has an adverse effect on the cultural resources, and hinders access to the area for cultural resource and other management purposes. The Tsurai Ancestral Society and the Yurok Tribe expressed concerns over the increased discharge and runoff from the City, the existence of the

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inboard ditch that delivers runoff directly onto the village, and the potential impacts on the village site. All stakeholder groups expressed concern about potential causes and impacts (public health and environmental) of contaminant discharge entering the streams that flow onto the beach and into Trinidad Bay.

C. Beach

Erosion on the beach, specifically where the toe of the slope meets the beach is recognized as a natural process caused by wave action and tidal patterns of the Pacific Ocean. All stakeholders expressed various concerns about ongoing coastal erosion and its impacts on trails and beach access. Many expressed concerns about the safety and stability of the Axel Lindgren Memorial Trail, which travels down the steep slope to the beach. The bottom portion of this trail, which is constructed of interlocking cable-tie steps, has repeatedly washed out during winter months or high wave events, at times creating a hazard for those attempting to access the beach from this route. Even as recent as the winter storm events of January 2006, the lower portion of the ALMT washed out. In addition, cultural resources and human remains, contained within the village site, are continually eroding onto the beach as a result of wave action and often attracts curio-seekers and looters. The unique conditions of the Trinidad Bay and the beach, and the high-intensity of seasonal winter storm events, make mitigation of ocean-caused erosion problematic due to access, feasibility of long-term success, and expense.

D. Tsurai Village

All members of the Management Team expressed concern over the impacts of various causes of erosion on the cultural resources contained within the TSA. While some erosion is understood to be part of a natural process, other types are considered by some to be anthropogenic in nature and in need of remediation. The TAS and Yurok Tribe expressed concerns that the erosion of the bluff could lead to bluff failure and could potentially bury the village site, or force cultural resources onto the beach via a debris slide. The TAS and Yurok Tribe believe that saturation problems within the village site and cemetery are contributing to erosion at the base of the slope, resulting in the further loss of cultural resources. The Tsurai Ancestral Society, the City of Trinidad, and the Yurok Tribe consider the identification of causes of erosion and potential mitigation measures to minimize the impacts of erosion to be critical to proper management of the cultural resources contained within the TSA.

E. Bioturbation

The resident population of *Aplodontia*, or Mountain Beaver, within the TSA is believed by many stakeholders to be the primary cause of bioturbation leading to increased erosion and instability of the bluff and Tsurai Village site. Many cited observing evidence of this burrowing rodent throughout the TSA, particularly along banks, the toe of the slope, and throughout the village area. The Tsurai Ancestral Society believes that over-saturation of the village site and the TSA has encouraged the current population of *Aplodontia* to take

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up residence in the area. All stakeholders have expressed an interest in removing *Aplodontia* from the TSA to prevent further erosion resulting from bioturbation. There is debate over the appropriate method for removal and how effective such actions would be if the issues that create desirable habitat for the species are not mitigated.

7.2 Cultural Resources

All parties involved in the scoping meetings expressed support for and commitment to preserving and protecting the cultural resources associated with the village of Tsurai. All parties recognized the ancestral and custodial roles, rights, and responsibilities of the Tsurai Ancestral Society and the Yurok Tribe with regard to cultural resources management decisions and actions within the TSA. Management decisions and actions with the potential to impact the cultural resources contained within the TSA have been the primary point of contention between all stakeholders, particularly between the City and the TAS and Yurok Tribe. All parties expressed an appreciation of the inherent value of these resources and a desire to help facilitate their protection and preservation. Priority concerns identified for the TSA include:

- amendment of Policy 69 of the City's Local Coastal Plan to include the Yurok Tribe and ensure improved consultation.
- protection and care of cemetery and graves;
- protection of archeological remains and burials from continued looting;
- long-term site preservation and village restoration;
- site protection and stabilization from erosion and other geomorphic processes;
- identifying the cause of and mitigating the impacts of site saturation;
- identifying sources of and mitigating fecal choliform and other potential contaminants detected in water bodies within the TSA;
- management and maintenance of public use trails within the TSA;
- protection and management of culturally significant natural resources within the TSA;
- vegetation management within the TSA with a priority given to cultural resources management; and
- culturally appropriate signage and interpretation of Tsurai Village.

7.3 Trails

Several recreational trails provide beach and coastal access from the City of Trinidad. The Coastal Conservancy is concerned with fulfilling its statutory and conservation easement requirements. The City of Trinidad is concerned with evolving its tourism-based economy with a strategy to promote and develop hiking trails, enabling access to scenic public views and the beach. The TAS and Yurok Tribe are concerned with the ALMT in particular, due to its origin and cultural significance. Adjacent property owners have concerns about trail easements, access, and impacts of pedestrian traffic near their properties. The public has an interest in retaining beach access and hiking trails for recreational purposes. A site visit for the purpose of observing trail conditions and aesthetics was conducted by Yurok staff. An initial trail assessment for trails within the TSA is provided in Appendix E and Figure 3 provides a map of the trail locations. A brief summary of issues specific to each trail within the TSA follows.

A. Axel Lindgren Memorial Trail (ALMT)

The ALMT is the traditional trail for Yurok people to access Tsurai Village. Issues and concerns surrounding this trail revolve around the access from the bluff, the reroute of the access around Civic Club property, and the continual seasonal erosion of the lower portion of the trail. All stakeholders expressed concerns about public safety with regards to this trail, as it is steep and unstable at the lower portion. All stakeholders desire that a handrail be installed along this trail to make it safer for public use. The TAS and Yurok Tribe expressed frustration with past City management actions that have impacted this trail, which is also a cultural resource as a traditional and ceremonial trail. The TAS and Yurok Tribe recounted numerous incidents of past conflict between Axel Lindgren II and the City over his determination to maintain this traditional trail to access the village site and care for the burials within the cemetery. The Coastal Conservancy wishes to keep the ALMT as the primary beach access trail and as such desires to keep it open to public use. The City has expressed frustration over their ability to manage and maintain the trail. All stakeholders agreed that the public should be educated on the cultural significance of the traditional trail and that as a ceremonial trail requires special management considerations beyond recreational uses.

B. Wagner Street Trail (a.k.a. Old Wagon Road or Bluff Trail)

The Wagner Street Trail begins at Wagner Street, heads south on an easement held by the Humboldt North Coast Land Trust that passes through two privately owned parcels (APN: 042-102-45 and APN: 042-102-30), where it crosses onto the TSA 12.5 acres and continues east along the bluff edge following the western side of private residences, where it merges with Parker Creek Trail before proceeding to Old Home Beach. This trail provides a scenic public view of Trinidad Bay, Trinidad Head, the ocean and the beach. Many residents prefer this trail to the ALMT due to the gradual slope, the view, and the

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beach access it provides via Parker Creek trail. This trail has been the site of controversy and litigation, due to the location of the trail, as well as the belief that the trail is contributing to erosion and instability of the bluff. Other issues over this trail include vegetation management, public use and access, and City actions resulting in their management decisions as the landowner. The TAS would like to see the trail permanently closed. The Coastal Conservancy and the City would like to see the trail remain open to public use. Many members of the public prefer to see the trail remain open, while some adjacent landowners would like the trail permanently closed. Litigation over this trail resulted in a settlement agreement between parties that the trail remains open with specific restrictions on use, and that it be designate as a secondary (to the ALMT) beach access trail.

C. Parker Creek Trail

The Parker Creek trail begins in the parking lot of Murphy's Market, continues along Parker Creek and the southern portion of the TSA and continues to Old Home Beach. Many stakeholders prefer this trail because it follows a gentle grade and provides an easy access to the beach. Many stakeholders noted that this trail provides an enhanced user experience because it passes through a Redwood forested environment along Parker Creek before reaching the beach. Many expressed an interest in developing and enhancing this trail. The TAS and Yurok Tribe would like to see the trail developed as an alternate primary beach access trail. Issues surrounding this trail revolve around easements and the fact that the entrance via Parker Creek Road lies outside the TSA and Coastal Conservancy conservation easement. Additionally, portions of the lower section of this trail as it accesses the beach, cross onto private property, which again, are not within the Coastal Conservancy conservation easement. Stakeholders agreed that developing portions of this trail as an Americans with Disabilities Act (ADA) accessible trail could increase public use and provide an enhanced visitor experience that is currently not possible in the other TSA trails.

D. Site Access Trails (trails that lead into the Tsurai Village site)

All stakeholders agreed that trails leading into the village area, and veering from designated recreational trails, should not be public use trails or identified to the public. The preferred site access trail for the TAS crosses through private adjacent property. TAS has expressed a desire to work with the current landowner to negotiate permission to access the site via this property.

7.4 Natural Resources

All stakeholders agreed on the need to appropriately manage TSA environmental resources: flora, fauna, and aquatic resources. As identified in scoping meetings, past frustrations over management of natural resources within the TSA revolve over differences of opinion and priorities regarding vegetation management, water quality issues with the potential to discharge into the Trinidad Bay/Critical Coastal Area, erosion

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and slope stability, rodent infestations and their perceived cumulative and adverse effects to the site. All stakeholders agreed that the management of natural resources within the TSA must be consistent with state and local environmental laws and regulations. The TAS and Yurok Tribe expressed a desire to manage natural resources within the TSA with the goal of restoration, including the selective removal of invasive species and re-introduction of culturally significant native species.

7.5 Interpretation

Currently there is little site interpretation for the TSA regarding history or the cultural significance of Tsurai Village and the surrounding cultural landscape. All stakeholders agreed that the cultural, environmental and historical significance of the TSA and Tsurai Village is important to helping educate the public about management needs and decisions regarding the TSA. Issues surrounding site conditions, site management, preservation and restoration, and public outreach and education include the need for interpretative and culturally appropriate signage, and the desire to find funding for site preservation and future restoration efforts.

7.6 Ownership

There are varying positions within the stakeholder groups over the future ownership of the TSA. The City, as current owner, has expressed a desire to keep the TSA in its ownership, yet acknowledges it may lack the financial or technical resources to adequately manage and protect the TSA or the significant resources contained within. The Coastal Conservancy will retain its conservation easement for natural, cultural, and recreational resources within the TSA regardless of ownership, but expresses the need to define the terms and conditions of easements (which are currently ambiguous). The TAS has expressed the desire to see the TSA ownership transferred to the Yurok Tribe as they feel the Tribe has the expertise and resources required for appropriate management and long-term protection and restoration. The Yurok Tribe expressed a willingness to assume ownership of the TSA and a desire to see this important cultural area properly managed and restored.

7.7 Stakeholders: Common Interests and Conflicts

A brief summary of areas of consensus and divergence, identified through the initial scoping process with stakeholder groups is provided below:

A. Areas of common interest to all stakeholders

All stakeholders affirmed the importance of Tsurai Village and the entire TSA as valuable recreational, cultural, and natural resources.

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Consultation

- Management Team members agree that better communication and an improved Policy 69 consultation protocol are needed in order to include applicable and appropriate parties, identify problems, prevent conflict, and identify solutions for enhanced management.

Recreational Resources

- Trails are an important aspect of Trinidad's recreational resources and are needed to provide public access to the beach and coastal areas.
- Trail maintenance and repair are needed on a regular basis to keep trails open and safe for public use.
- Signs are needed to inform the public and direct people to the beach.

Cultural Resources

- Restoration and interpretation within the TSA will help educate the public, enhance and preserve the cultural resources, and provide an opportunity to learn about Tsurai and Yurok history.
- The public will benefit from village preservation and restoration.

Natural Resources

- Water quality problems need to be identified and resolved.
- Natural resources need to be managed in accordance with applicable environmental laws and regulations.

B. Areas of diverging or conflicting interest between stakeholder groups

High, medium, and low management priorities for the TSA differ among various stakeholders. The Coastal Conservancy's main priority is providing coastal access through trails, consistent with the protection of natural and cultural resources. The Tsurai Ancestral Society and the Yurok Tribe give highest priority to the protection of the village site, cemetery, and Yurok cultural resources within the TSA. The priorities of the City and residents tend to center on viewshed and recreation issues; however there is also a concern to help protect the Yurok cultural resources in the TSA.

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Consultation

- Several attempts to amend Policy 69 to include the Yurok Tribe, define culturally appropriate management, and an enhanced consultation protocol have been made over the years by the Tsurai Ancestral Society and the Yurok Tribe but have been rejected by the City.
- The roles and responsibilities of the City and the rights of the TAS and Yurok Tribe have been the primary source of conflict between these parties over management decisions in the past. There are very differing opinions with regards to what constitutes meaningful consultation and the geographical extent to which that consultation applies.

Erosion

- Causes of erosion and solutions to erosion problems are complex and opinions differ between stakeholders over the causes and potential impacts of erosion to the TSA, bluff stability, and village site and cemetery.

Recreational Resources

- Trail access at the top of the Axel Lindgren Memorial Trail is contentious and has also been the subject of litigation. The Tsurai Ancestral Society, the Yurok Tribe, and the Coastal Conservancy support the opening of the fence that blocks the path of the traditional trail. The City has supported the position of the Civic Club to keep the traditional trail access closed.
- The future of Wagner Street Trail (to keep open or close) is a very contentious issue, as indicated by the number of geo-technical studies, and past litigation.

Natural Resources

- Vegetation management, particularly with regard to viewshed issues is a point of conflict. While property owners, residents, and the City place a high value on ocean views from the bluff, the Tsurai Ancestral Society and the Yurok Tribe feel that vegetation management decisions affecting the TSA need to be based upon site protection, restoration, stabilization, and multiple points of view, including from the site looking up. Coastal Conservancy staff feels vegetation management for the TSA should focus on the restoration and re-introduction of native and culturally significant species, as well as stabilizing the bluff.

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- The issue of water quality and what factors are contributing to the water quality problem, as well as the extent of the problem and who is responsible for remediation is a source of conflicting opinion.

Ownership

While all parties agree the cultural resources within the TSA have not been properly managed, there are conflicting opinions about future ownership and management.

- The Tsurai Ancestral Society and the Yurok Tribe believe the City has demonstrated poor stewardship of the TSA, and that the entire TSA should be transferred to the Yurok Tribe for appropriate management.
- The City supports a cooperative arrangement with shared ownership and responsibilities, including ownership of the village site by the TAS and/or the Yurok Tribe.

Part 8: Alternatives

The range of management alternatives for the TSA are presented in this section. These are based upon the research and findings presented in the previous sections of this report. The following Matrix presents the range of alternatives presented to the public for comment and input. The range of alternatives fall into three categories or management strategies: No Action, Preservation Emphasis, and Restoration Emphasis. A “No Action Alternative” would generally mean that no substantial management actions would be taken and the site would continue to experience the adverse effects resulting from neglect and external forces. A “Preservation Emphasis” would focus on preserving resources within the TSA from further deterioration, but provides little in regards to restoration of the site or proactive protection of cultural resources contained within the site. The “Restoration Emphasis” examines a range of management actions that would be taken (long term and short term) in order to restore the Village and cemetery, mitigate and reverse site damage, and enhance the public educational value and experience of this significant cultural area.

Public input on the range of alternatives presented in the following Resource Management Alternatives Matrix was sought on May 2, 2006 in a public scoping meeting held in the City of Trinidad. The public comments provided during the meeting and the two-week comment period are included in the Public Comment on Alternatives Section (9). Public input on the range of alternatives has been used to inform Management Team decisions on the recommendation and implementation sections of the Plan. The Matrix and that was presented to the public in the May 2, 2006 scoping meeting is presented in the following section.

Resource Management Alternatives Matrix

Resource: 8.1 Recreational	Alternative One (No Action)	Alternative Two (Preservation Emphasis)	Alternative Three (Restoration Emphasis)
A. Axel Lindgren Memorial Trail	<p>The trail would be kept open year-round.</p> <ul style="list-style-type: none"> ➤ Remains the primary beach access trail. ➤ No seasonal closures. ➤ No redirects, improvements, or repairs. ➤ Trail becomes hazardous for public use. 	<p>The trail would be kept open with seasonal/periodic closures during winter months.</p> <ul style="list-style-type: none"> ➤ Trail used as a primary and/or secondary beach access trail depending on open/closed status. ➤ City to fund and perform regular maintenance and repairs. ➤ Annual repairs conducted to maintain current trail conditions. ➤ Move second or other bench(es) to a new location(s). ➤ No major improvements or redirects. 	<p>Permanent closure of the trail to public use</p> <ul style="list-style-type: none"> ➤ Designate and develop an alternate primary beach access trail. ➤ Restore traditional entrance (top) to the trail through Civic Club/ Memorial Lighthouse site by opening fence. ➤ Close and re-vegetate current entrance (top). ➤ Remove second bench on trail. ➤ Remove all benches from trail ➤ Install handrail along east side of existing trail . ➤ Develop and fund a permanent trail maintenance program to make annual repairs to lower portion of trail. ➤ Engineer and redirect lower portion of trail to restore traditional route.

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Resource: Recreational	Alternative One (No Action)	Alternative Two (Preservation Emphasis)	Alternative Three (Restoration Emphasis)
B. Wagner Street Trail (a.k.a. Old Wagon Road or Bluff Trail)	Remains secondary beach access trail. <ul style="list-style-type: none"> ➤ Daytime use only. ➤ No handicap/ADA access. ➤ Continued mowing and maintenance by City. ➤ Managed per terms of litigation settlement between (See Section 10.1(B)). ➤ No changes, improvements or repairs. 	Maintain narrow width of footpath along entire trail. <ul style="list-style-type: none"> ➤ Re-vegetate along entire bluff ocean-side edge. ➤ Seasonal closure during winter months. ➤ Maintenance and repairs to be conducted on an as-needed basis. 	Permanent closure of trail. <ul style="list-style-type: none"> ➤ Design and develop an alternate beach access trail. ➤ Re-vegetate entire bluff edge. ➤ Create permanent fund to perform annual repairs and maintenance to prevent riling and gulying of runoff and improve bluff stability.

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Resource: Recreational	Alternative One (No Action)	Alternative Two (Preservation Emphasis)	Alternative Three (Restoration Emphasis)
C. Parker Creek Trail	<p>Continued access from established entrance off of Wagner Street Trail.</p> <ul style="list-style-type: none"> ➤ No clear public access easement to enter trail from Parker Creek Road. ➤ Continued access to beach over private land with no easement. ➤ ➤ Maintain current schedule of annual repairs and maintenance. ➤ Continued problem of runoff from inboard ditch onto adjacent private property and into Village site. ➤ No improvements, changes, or repairs 	<p>Negotiate and obtain appropriate easements for current access.</p> <ul style="list-style-type: none"> ➤ Maintain current schedule of annual repairs and maintenance. ➤ Remain as secondary beach access trail. ➤ Install proper drainage system along trail. 	<p>Correct easement(s) for beach access portion of trail.</p> <ul style="list-style-type: none"> ➤ Establish formal trail route to access Parker Creek Trail from town. ➤ Design and develop to become the primary beach access trail. ➤ Create access from Scenic Drive and develop as a scenic and forest trail. ➤ Increase the amount of trail footage in Trinidad area. ➤ Develop interpretive and educational signage. ➤ Install proper drainage system along trail. ➤ Develop portions of the trail to be ADA accessible. ➤ Enhance visitor experience and increase public access.

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Resource: 8.2 Cultural	Alternative One (No Action)	Alternative Two (Preservation Emphasis)	Alternative Three (Restoration Emphasis)
Tsurai Study Area (entire 12.5 acre property)	<p>Continued management by City per existing Policy 69.</p> <ul style="list-style-type: none"> ➤ No formal ‘program’ for protection, preservation or management of cultural resources. ➤ Continued loss of irreplaceable cultural resources through illegal looting. ➤ Continued conflict between the City, Yurok Tribe, and TAS over management of cultural resources. ➤ Continued damage to village, cemetery and burials through site degradation. ➤ Continued or increased saturation and erosion of site. 	<p>Management of cultural resources to prevent additional damage or loss with no significant improvements or restoration.</p> <ul style="list-style-type: none"> ➤ Improve and amend Policy 69 to include the Yurok Tribe. ➤ City funding of qualified professional staff from the Yurok Tribe to assume cultural resource management responsibilities. ➤ City to fund law enforcement training, and cultural resources site monitoring by Yurok Tribe to prevent further looting. ➤ Slope stabilization and de-saturation to prevent continued erosion. 	<p>Management of cultural resources to be assumed and funded by the Yurok Tribe.</p> <ul style="list-style-type: none"> ➤ ➤ Proactive and intensive site stabilization efforts taken to stop and reverse damage to cultural resources caused by erosion. ➤ Development and implementation of a long-term site monitoring and site protection program. ➤ Long-term site restoration, including stream restoration, selective vegetation removal, removal of invasive species, re-introduction of culturally significant plant species, to open up cemetery, restore village site, and bring back the Brush Dance ceremony. ➤ Development of interpretive and educational program.

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Resource: 8.3 Natural	Alternative One (No Action)	Alternative Two (Preservation Emphasis)	Alternative Three (Restoration Emphasis)
Tsurai Study Area (entire 12.5 acres)	<p>No removal of invasive species or management for protection of native species.</p> <ul style="list-style-type: none"> ➤ No restoration of natural hydrology in streams or creeks. ➤ No remediation of saturated conditions within the site. ➤ No water quality monitoring or mitigation of potential contamination. ➤ Continued discharge into protected bay ➤ No removal or eradication of <i>Aplodontia</i>. ➤ Continued overgrowth of invasive species. ➤ Continued in-stream and slope erosion. ➤ Continued saturation of village area. 	<p>Management of vegetation for the purposes of maintaining current conditions of natural resources within the TSA.</p> <ul style="list-style-type: none"> ➤ City to conduct water quality monitoring program for water bodies within the TSA. ➤ City to fund and implement adequate storm drainage and runoff system to prevent discharge onto bluff and village site. 	<p>Restore natural hydrology of waterbodies within TSA.</p> <ul style="list-style-type: none"> ➤ Prevent all discharge into Trinidad Bay/CCA ➤ Install appropriate drainage system along Parker Creek trail to redirect runoff from adjacent private property and village site. ➤ Restore open space to village area by selective vegetation removal/maintenance. ➤ Restore fish passage to Parker Creek. ➤ Develop and fund a long-term water-quality monitoring program for waterbodies within TSA and take remedial action to prevent contaminant discharge into Trinidad Bay. ➤ Remove resident population of <i>Aplodontia</i>. ➤ Selectively remove invasive species from TSA. ➤ Re-introduce culturally significant native species to the TSA. ➤ Develop vegetation management program for TSA with emphasis on enhancing natural environment.

Part 9: Public Comments on Alternatives

The following section summarizes the public comments that were received on the range of management alternatives presented in the May public scoping meeting. The Resource Management Alternatives Matrix was placed on the City's website, and distributed at the May 2, 2006 public meeting. Public comments were received at this meeting; and an additional two-week comment period was allowed to enable comments to be mailed or e-mailed to the Management Team. The following is a brief summary of the comments that were made during this public scoping period on the resource management alternatives for the TSA.

9.1 Recreational Resources

- Public comment stated that some trails might need to be closed for the long-term health of the entire site, particularly Wagner Street Trail. Other trails may be developed that would have less of an adverse impact on the site.
- There was consensus on the fact that there should be a variety of trails to the beach and that seeking additional routes in the future would be beneficial.

A. Axel Lindgren Memorial Trail (ALMT)

- Public comment centered on the value of the trail as a cultural resource, which may be enhanced with interpretation through signage or should be not remain open to the general public, but only for use by TAS, the Yurok Tribe, and "respectful local residents."
- Public comment discussed the need to maintain a natural and unobtrusive look to any work that is performed on stabilizing the lower portion of the trail, and should not include concrete.
- Public comment supported the restoration alternative as the ultimate goal, however, if funding is lacking, the preservation alternative should be the approach taken.
- Public comment suggested that the need for an additional trail may be necessary, due to the liability issues to the property owner due to the steep nature of the trail, as well as the possibility that erosion issues may never be able to be solved, regardless of human effort.
- Public comment also noted that many understand the importance of the trail to the Tsurai Ancestral Society and to the memory of Axel Lindgren II and respect the

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distinct value of the this particular trail. For these reasons the trail should remain in use, even if only to members of the Yurok Tribe and the TAS.

B. Wagner Street Trail

- Comment varied in regards to this trail. Some expressed the desire to keep the trail open in its current state, because they enjoy the trail and believe there should be several trails extending from the bluff to the beach. Others thought the trail should be closed for the long-term protection of the site. A middle ground one individual recommended was to keep the trail open, but not to advertise the trail for public use in order to minimize use and, thus adverse impacts to site.

C. Parker Creek Trail

- A segment of the public expressed that development of the Parker Creek Trail should not be an avenue to closing the Wagner Street Trail, but rather simply an additional entrance.

9.2 Cultural Resources

- The public strongly supported the view that the Yurok Tribe and/or the TAS should be the sole entities responsible for cultural resources management of the site. This is based on their intimate and extensive knowledge of the area and resources, which is derived from traditional ecological knowledge resulting from occupation since time immemorial. Allowing the Tribe and/or TAS to manage cultural resources would not only benefit these entities and the resources, but the entire community, as well as visitors.
- The public recognizes that the City has had a neglect management strategy for the TSA, which has had detrimental effects on cultural resources.

9.3 Natural Resources

- The public strongly opposes the extermination of the *Aplodontia* and expresses the desire to pursue other alternatives, such as screening over the cemetery if the animal is *proven* to be a highly destructive contribution to bioturbation in the cemetery and village site.
- The public supports the removal of invasive plant species and the revegetation of the site with native plants. Several people suggested contacting the California Native Plant Society or other such groups, as well as petition for community volunteers to help with revegetation efforts.

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- In regard to vegetation management with the TSA, the public expressed a higher concern that vegetation management promote bluff, trail, and site stability, as well as restoration of native species and be less concerned with bluff views. However, a segment believes that view access is a part of public access and should be considered as such.
- The public desires a protocol to deal with vegetation removal within the TSA that are obstructing bluff views. It should be noted, however, that this Management Plan can only deal with public “bluff views” as they are considered from trails and locations within the TSA and do not include views from private residences.
- Many people in the Public expressed that the vegetation is part of the natural environment and should be not be removed or topped, but rather pruned.
- There was consensus from the public that water saturation is the primary element negatively impacting all of the other issues, including bluff stability and site management and stability. Reducing the impact of water saturation and runoff will benefit all parties involved because it will alleviate many of the resultant factors at the heart of many contentious issues.

9.4 Ownership

Although ownership was not a topic included in the Resource Management Alternatives Matrix, many public comments centered on or touched on the issue of ownership. Thus, the issue of ownership is added here to the public comment.

- One public comment felt as though the protection and/or restoration of all resources, including recreational, cultural, and natural would be best achieved by transferring ownership to the Yurok Tribe.
- There was public comment stating that the City does not have the monetary resources, historical information, past practice, or cultural imperative to continue the management of this site.
- Many saw the transferring of the land to the Yurok Tribe or the Tsurai Ancestral Society as an opportunity for community partnership.
- The public strongly supports the transfer of the land to the Yurok Tribe. No public comment opposed the transfer or supported that the land remain the ownership of the City. One comment, however, stated that the transfer should occur over a five-year period in order to develop long-term relationships among the stakeholders, as well as demonstrate a viable long-term plan with adequate resources to successfully manage the TSA.

9.5 Other Issues

- Project funding and source of funds for project implementation was a concern of many people from the public.

Part 10: Findings

This section summarizes the findings of the research conducted, cultural survey, environmental assessment, initial stakeholder scoping sessions, and the public scoping meeting on alternatives. A formal records search and extensive archival research were conducted for the purposes of compiling information on the history of Tsurai, past ownership, and issues surrounding past management of the TSA. This information was used to prepare the historical context sections contained within this document. An initial environmental assessment was conducted for the TSA in order to identify potential environmental considerations under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) (See Appendix E). The findings of this research, as well as the positions of various stakeholder groups on the issues, including public comment on the possible project alternatives are presented in this section. The intent is to focus on findings of fact, rather than assertions or opinions about the history and management of the TSA. These findings have been reviewed by the Management Team and have informed the recommendation and implementation sections of the Plan. Once completed, the final draft will be provided to the public for review and a 30-day comment period before being submitted to the Coastal Conservancy for final approval, and then possible adoption by members of the Management Team.

Per the terms of the litigation settlement agreement signed by the Coastal Conservancy, the City, and the TAS in April 2005 the TMP process was agreed to as follows:

The Conservancy and its grantee, the Yurok Tribe, will continue the Management Plan process and the Parties agree to cooperate and assist in that process. The Management Plan process will include an examination of specific issues currently affecting the City Property including but not limited to, the Wagner Street Trail. The Parties agree to use best efforts to implement the recommendations of the Management Plan, including any coastal development permits that may be necessary for said implementation.

10.1 Recreational Resources

- The Coastal Conservancy retains a conservation easement through the City and Civic Club properties for recreational, cultural and natural resources. This conservation easement includes the preservation of public access and recreational uses, the protection of archeological resources, and the protection of natural resources within the TSA. The easement is not specific as to the location or size of public access trails or the particular resources to be protected; it encumbers the entire property.

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- The Humboldt North Coast Land Trust holds land and trail easements adjacent to the 12.5 acres in order to provide access to the property across private property(s) and connect it with other city land.
- The Conservancy reserved its conservation easement over the entire 12.5-acre property deeded to the City in 1989. A portion of this property was later conveyed to the Civic Club. The Civic Club thus took title subject to the pre-existing easement in favor of the State.
- The Coastal Conservancy is mandated to provide for public access to public beach and coastal areas via public access trails. Views from public lands are considered a public resource, however, public view access does not include views from private residents outside of the TSA, but only from trails and locations within the TSA.
- There are several public trails that provide public views of the ocean and public beach access from the City of Trinidad.
- Access to scenic views from public lands is considered an important public resource. Trails are a way to enable access to views as well as to coastal areas and the beach.
- Visitors and residents utilize the beach and coastal areas for various forms of recreation.
- Public trails within the TSA require ongoing maintenance and annual repairs to ensure they are kept open and safe for public use. Maintenance needs vary year to year and are usually a result of the impact from natural processes (erosion) or anthropogenic causes (human use and activity).
- Trail maintenance is the responsibility of the property owner (City) except where the trail lies within a trail easement not on City property, such as that held by the Humboldt North Coast Land Trust.
- Management decisions regarding trail maintenance and repairs require consultation under Policy 69.
- The City believes it has the staff and expertise to maintain public access around and through the TSA.
- There should be a variety of trails to the beach and seeking additional routes in the future would be beneficial,

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A. Axel Lindgren Memorial Trail (ALMT)

- The ALMT is a ceremonial trail and a traditional cultural property for the Yurok Tribe and the TAS. The ALMT is the traditional Yurok trail to the village of Tsurai.
- The trail is named in memory of Axel Lindgren II, Tsurai lineal descendant and founder of the Tsurai Ancestral Society. Mr. Lindgren was the primary advocate and caretaker of the village site, the cemetery, and the traditional trail for several decades.
- Per the terms of the litigation settlement agreement signed by the Coastal Conservancy, the City, and the TAS, “the parties will cooperate in an amendment of the Trinidad Local Coastal Plan to list the ALMT as a public access trail.”
- The current trail is of cable-tie interlocking step construction and is very steep and of moderate intensity. The public trail extends from the bluff down to the beach.
- The trail requires continuous monitoring and possibly seasonal maintenance, particularly after winter storm events, by the property owner.
- The ALMT trail requires special consideration due to its status as both the designated primary beach access trail and as the Tsurai traditional and ceremonial trail.
- The entrance of the ALMT trail has been diverted and is not in its traditional path, due to the location of fencing around the Memorial Lighthouse over the objections of the TAS and the Yurok Tribe.
- Per the terms of the litigation settlement agreement signed by the Coastal Conservancy, the City, and the TAS, “all parties are to make the best effort to open a portion of the fence currently blocking the traditional trail (ALMT)”.
- The City has obtained funding for the installation of a handrail along the ALMT. The handrail will make the trail safer for public use and may deter users from leaving the trail and entering the site.
- The TAS desires to have the trail kept open with seasonal/periodic closures during the winter months, as well as the removal of the second bench and development of an additional beach access trail.
- In addition to the entrance, the lower portion of the trail is also not in its traditional path.

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- Rerouting the lower portion of the trail to its traditional path is a desire of the TAS.
- Rerouting the lower portion of the trail is possible, however, the area is highly saturated and the bluff in this area is also failing. In addition, this route would require extensive armoring of the surface with rock and the need of a bridge structure approximately 30-40 feet in length. Therefore, the project is possible, but would be costly.
- After the storm events of January 2006 that washed away the lower portion of the trail, rerouting the trail to its traditional path was considered. However, due to the estimated cost, the current lower section of the trail was restored with cable and steps.

B. Wagner Street Trail

- The trail has been the subject of past litigation, but the parties have now entered into settlement agreements that establish a boundary between the trail and certain adjacent private property(s); acknowledge the City's right to maintain a three-foot-wide trail on its property and to maintain permanent vegetation on the bluff edge; prohibit dumping over the bluff; and reinforce the provisions of an earlier settlement agreement designating the ALMT as the primary trail to the beach.
- Under provisions of the earlier agreement, the Wagner Street Trail is to be open during daylight hours only, and no dogs are permitted.
- Per the terms of the litigation settlement agreement signed in April 2005 by the Coastal Conservancy, the City, and the TAS, "the Wagner Street Trail will remain open for public use during the Management Plan process, subject to temporary closures, if any, needed to carry out the revegetation described below if such closures are approved in a coastal development permit".
- Per the terms of the litigation settlement agreement signed in April 2005 by the Coastal Conservancy, the City, and the TAS, "the staff of the Coastal Conservancy agree to apply for a Coastal Development Permit to revegetate the bluff adjacent to Wagner Street Trail with native vegetation in a manner that does not impede use of the Trail or promote erosion of the bluff. Subject to the approval of a Coastal Development Permit and authorization by the Conservancy's governing board, the Conservancy will fund, and the parties will cooperate in, revegetation of the bluff area."

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C. Parker Creek Trail

- There is interest by many parties in evaluating the feasibility of developing and enhancing Parker Creek Trail.. Many feel that the development of this trail should not, however, be a means of closing the Wagner Street Trail.
- A portion of the Parker Creek Trail easement and the physical location of the Parker Creek Trail do not coincide. The Conservancy holds a blanket easement over the TSA for public access purposes, but this easement does not apply to any portions of the trail that are not located on City property. Per Oscar Larson & Associates (OLA) map, all of Parker Creek Trail does not lie within City property or within the easement held by Conservancy There may be public prescriptive rights over those segments of the trail, however, established over many years of use.
- OLA conducted title research to determine if there was documentation that would have corrected the trail easement location to align the legal description of the trail with the actual location of the trail. None exists. Therefore, - if deemed necessary - there needs to be a correction of the easement to cover the actual trail location.

10.2 Cultural Resources

- Tsurai and the surrounding area are components of the Yurok cultural landscape and include places of profound historical, cultural and spiritual significance to Yurok people. Tsurai Village and the surrounding Trinidad area are central to Yurok creation stories and oral histories and retain cultural significance to contemporary Yurok people.
- The Trinidad area has come to have historical, cultural, and recreational significance to local residents and the people of California.
- Tsurai Village and the cemetery are sacred sites that should be protected in accordance with existing local, state, and federal law, as applicable.
- Tsurai Village and associated landscape components, and traditional resource use areas are traditional cultural properties to the Tsurai Ancestral Society and the Yurok Tribe.
- Tsurai village and the surrounding lands that served as the home for many generations of Yurok people was never sold, ceded, or given away.
- Tsurai people never abandoned Tsurai village. Tsurai descendants continued to utilize and care for the site and the cemetery, even after the last resident had been removed from the village in 1916.

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- For many years, the Tsurai Ancestral Society, led by Axel Lindgren II, cared for this site, often in defiance of cease and desist orders from the City.
- The village of Tsurai is listed in the California Inventory of Historic Places as CA-HUM-169. It was placed on the California Inventory of Historic Places in 1969 as State Historic Landmark # 838 “Old Indian Village of Tsurai”.
- The state historical monument located on the bluff at the corner of Ocean and Edwards Streets was established in 1970 upon designation of the village as a State Historic Landmark.
- In 1977 the Tsurai village was nominated to the National Register of Historic Places as CA-HUM-169.
- Archeological deposits and human burials, exist throughout the TSA, and extend into areas beyond the TSA.
- Natural processes, particularly wave-action, have an on-going impact to the bluff and lower portion of the slope, resulting in erosion of cultural resources contained within the TSA. On-going coastal erosion of the site results in the exposure of archeological resources, requiring continual monitoring and reburial.
- No previous comprehensive cultural resources survey meeting current professional standards has been conducted for the entire TSA. Past cultural resources surveys of the area have been limited in scope and analysis, tending to be for small portions of the TSA. An initial cultural resources survey was conducted by the Yurok Tribe Environmental Program in 2006 and identified previously undocumented cultural resources throughout the TSA in addition to areas in need of protection and stabilization.
- Cultural resource concerns of the Tsurai Ancestral Society and the Yurok Tribe for the TSA are not limited to archeological resources, but include traditional resource use areas (kelp beds, sea stacks, beach, plant gathering areas, hunting places, etc...) as well as ceremonial areas and sacred places (i.e. Trinidad Head).
- Concerns about water quality, site damage, looting, and trail maintenance have been ongoing concerns for the Tsurai Ancestral Society for decades, and have compounded since the City acquired the TSA in 1989. These concerns are recorded in the record of City Council meetings, City Planning Commission meetings, and a large body of correspondence.
- Viewsheds are cultural resources and are well-documented components of Yurok ceremonial practice both from the bluff to the ocean and from the beach inland.

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- Ceremonial activities and cultural uses of the TSA by the Tsurai Ancestral Society and the Yurok Tribe are not aspects of the past; they are vital components of a living culture.
- Human remains are repatriated under NAGPRA or California public resources code and are reburied within the TSA. .
- Access to and management of the TSA for contemporary cultural uses remain a primary concern for both the Tsurai Ancestral Society and the Yurok Tribe.
- The TAS has a desire to negotiate village site access from the current adjacent property owner(s) for the sole discretionary purposes of the TAS and the Yurok Tribe.
- The Yurok Tribe has the qualified technical staff, traditional knowledge, and a desire to manage and restore the cultural resources within TSA in ways that are consistent with existing resource protection laws, and traditional Yurok values.
- Both the City and the Yurok Tribe have police forces qualified to respond to reports of illegal intrusions into the TSA and can work with Yurok Tribal staff to protect resources. Additional training of officers will be required.

10.3 Natural Resources

- Archival research indicates that the TSA was once an open area, containing some old growth trees, a traditional plank-house village, and a historic village component of European-style houses in the mid-1800s.
- The current saturated and overgrown conditions of Tsurai Village and the TSA are not historic but are a result of management decisions by past and present landowners.
- Oral history and archival research indicate that the area was once managed and maintained by Tsurai Village residents, possibly through prescribed burning (a traditional Yurok practice), resulting in the open, park-like quality of the Village and surrounding area.
- Water quality issues need to be investigated to identify potential causes, sources, and impacts in order to identify appropriate mitigation measures for protecting terrestrial, coastal, and marine resources in addition to public health.

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- The City recently received an Onsite Wastewater Treatment System grant from the State Water Resources Control Board in order to create an inventory, assessment, and database of all septic systems within the City.
- Fecal choliform has been detected in Parker, Pepperwood, and Alder Creeks. The source of the fecal choliform is not yet known and needs to be identified.
- The City is conducting a water-quality monitoring program and intends to collect data and samples from streams flowing through the TSA in order to identify the scope and scale of water quality problems with the intent of identifying potential problems and sources for remediation.
- The kelp beds in Trinidad Bay are designated as an Area of Special Biological Significance, now designated a Critical Coastal Area (CCA). Contaminate discharge into Trinidad Bay that has the potential to threaten or endanger this protected and fragile ecosystem is prohibited under State water quality standards.
- The natural hydrology of Parker Creek has been significantly altered and it is now considered an “urban stream”. Restoring the lower portion of the Creek, particularly the natural drainage system, would allow for anadromous fish to return to the stream, and could reduce the saturation of the village site, and erosion along the beach.
- The LACO (2004) study indicates that the increase in hardscaped (paved) areas within the City, as a result of urban development, has increased the volume of water directed over the bluff and discharged through these creeks, which in turn has increased the in-stream flow of these creeks, particularly Alder and Pepperwood Creeks.
- The local population of *Aplodontia* (Mountain Beaver) that are perceived to be contributing to site damage are not the same subspecies that are listed as threatened or endangered under the federal or California Endangered Species Act (ESA).
- The Yurok Tribe Environmental Program has conducted an initial environmental assessment under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) for the 12.5-acre TSA. These initial environmental assessment checklists are included, as well as summarized in Appendix E.
- No currently listed threatened or endangered species, or critical habitat for any threatened or endangered species have been identified as existing within the TSA.

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- Any future environmental management action or projects within the TSA may require further review under CEQA or NEPA.

10.4 Geomorphic Conditions

Several geo-technical studies have been conducted in an effort to identify the causes of erosion and potential for bluff failure, the latest being the study prepared by LACO and Associates (2004) (See Appendix F). The LACO report states that human weight (hikers) was an insignificant contribution to bluff failure.

Nonetheless, the practice of siting a pedestrian trail along the outboard edge of a coastal bluff is generally ill advised due to the resulting soil compaction and the creation of bare soil areas, an increase in uncontrolled surface run-off over the bluff edge, and the required vegetation removal necessary to maintain the trail resulting in decreased root strength, and hence soil destabilization” (LACO 2004:18)

The LACO study recommendations are based upon subsurface extrapolations of surficial observations from numerous site visits to the TSA by qualified LACO geo-technical staff. A field visit with LACO to the TSA in January 2005 did confirm many of the observations and impacts detailed in the LACO (2004) report. The study serves as the only technical report focused on synthesizing past geo-technical studies, conducted for specific portions of the TSA and surrounding areas, and presenting that synthesis in conjunction with recent field observations by a qualified expert. Key findings and recommendations from the LACO report are summarized below (LACO 2004:19-22).

- The location of Tsurai Village along the mid-to-lower slope of an actively retreating coastline makes it particularly prone to slope instabilities exacerbated by poor land use management practices.
- Surface drainage and run-off emanating from neighboring and bluff top residences is the single greatest factor affecting slope stability at the site.
- During LACO’s field investigation, several locations were identified where discharge of surface run-off is directly affecting Tsurai Village in an adverse manner.
- Uncontrolled surface run-off is easily mitigated with the emplacement of drainage collection structures, tightlines, and properly located points of discharge.
- An in-board ditch located on the lower driveway of an adjacent residence (APN 042-131-007) is directing significant volumes of surface run-off directly onto the village grounds. The construction of a drop inlet that delivers run-off back into Parker Creek is recommended to resolve this problem.

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- Surface run-off collected from roofs, driveways, and patios of the local bluff top residences, and hardscaped areas does not appear to be routed to an appropriate drainage system, but rather discharges directly onto the bluff above the village. A collection and delivery system for this run-off should be constructed to route run-off into the City's existing storm drain network.
- The current access to the ALMT is sited on failing, sidecast fill material along the southwest corner of the Memorial Lighthouse grounds. The report recommends this access and fill be removed and the original access restored.
- A handrail should be installed on the ALMT to provide safer trail usage and direct pedestrian traffic. (The City will be installing the handrail during summer 2007.)
- Non-native vegetation and downed trees in and around Tsurai Village should be removed. Treated areas that leave exposed soils should be reseeded with native grass and/or shrubs.
- Vegetation should remain on slopes surrounding the village in order to provide soil root strength and slope stabilization.
- Woody debris observed in stream channels has resulted in the diversion of water onto the village site and cemetery (LACO 2004:20). Removing some of the woody debris from stream channels within the TSA may be beneficial, but some should remain to provide habitat for aquatic species.
- Trails that access the Tsurai Village site should be constructed with a layer of filter fabric or weed map and overlain with crushed base rock or wood chips. They should be designed (crowned) to promote drainage of surface water towards the edges of the trail. Interlocking trail steps (cable-tie) similar to those in the ALMT should be placed where the pathways traverse steep sections of slope.
- Erosion control measures such as rock lined ditched, energy dissipaters at discharge points, and vegetative ground cover should be used wherever surface run-off has the potential to cause riling and gullyng.
- Protective fencing with a low visual impact, such as redwood split rail, should be installed around Tsurai Village, the cemetery, and other sensitive areas to limit access and foot traffic.
- The practice of dumping yard waste, brush, and woody debris on the slopes of the bluff, particularly above Tsurai Village, should be stopped. Continual disposal of vegetation increases soil moisture, adds unnecessary overburden to the slopes,

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produces anaerobic soil conditions, and contributes to the invasion of non-native plant species, which have a tendency to out-compete native flora.

- Topping, girdling, and cutting down of trees on the steep slopes of Tsurai Village should not continue. Existing trees on the steeply sloped areas of the TSA provide a stabilizing effect resulting from root strength and rain interception by the canopy.
- The planting of native shrubs on the outboard edge of the Wagner Street Trail will provide stabilization and help control surface run-off.
- A robust monitoring program for the TSA should be established to identify sources of run-off and stream discharge, and sources of fecal coliform detected in streams within the TSA. The City of Trinidad should investigate the construction of a sanitary sewer system and wastewater treatment plant and implement a septic system testing/monitoring program for existing septic systems. Assessing and preliminary monitoring of the City's existing septic systems has commenced under an Onsite Wastewater Treatment grant.
- The on-going erosion of the toe of the bluff at the beach is not easily resolved. Riprap constructions are costly and unsightly and do not hold much promise to slow erosion. An alternative may be the installation of redwood log cribbing at specific locations where erosion of cultural resources is occurring.

10.5 Consultation Protocol

- The rights, roles, and responsibilities of the public, adjacent landowners, the City, TAS, the Yurok Tribe, and the Coastal Conservancy need to be clearly identified for TSA management purposes.
- The Coastal Conservancy holds the conservation easement for all cultural, natural, and recreational resources contained within the TSA.
- The City is the current landowner.
- The TAS has the right of consultation per Policy 69 of the City's General Plan.
- The Yurok Tribe, as a federally recognized tribal government, has rights of consultation as the primary culturally affiliated Tribe.
- The existing protocol for consultation, decision-making, and implementation activities within the TSA (Policy 69) is vague and ill-defined.

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- Policy 69 needs to be improved and amended to include all members of the Management Team.
- Improving Policy 69 and the consultation protocol for management decisions within the TSA will help mediate issues that have led to conflict between various parties in the past.

10.6 Ownership

- The Yurok people never sold, ceded, or traded Tsurai or surrounding land.
- Tsurai and the surrounding land were claimed by the Spanish, in the name of the King and Queen of Spain in 1775.
- In 1850, non-Indian settlers, Robert A. Parker and Warner claimed the land from the water of Trinidad Bay to approximately one-mile inland, which included the village of Tsurai for the purposes of settlement, cultivation, and improvement.
- As early as 1920, the Little River Lumber Company and Hammond Lumber had fee title to the land concerning the TSA.
- The land was then parceled and separately purchased by Frank Langford (possibly 1912), Georgia Pacific and Neva Hallmark (1944), and Carl Langford (year unknown, but prior to 1920).
- In 1916, the last remaining Yurok resident of Tsurai was forcibly removed from the village.
- Axel Lindgren II leased a portion of the TSA from Hammond Lumber Company and Carl Langford in 1920.
- Carl Langford sold his parcel of land within the TSA to Ray and Isabelle Walker in 1947.
- Georgia Pacific Lumber Company and Neva Hallmark sold their parcels in 1966 to Ray and Isabelle Walker.
- Ray and Isabelle Walker then sold two of their three parcels to Rapose in 1968 and Belcher Abstract and Title Company in 1966.
- Rapose sold then divided the land into two parcels, keeping one and selling the other to Ertel in 1973.

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- Belcher Abstract and Title Company divided their land into three parcels, each were sold on October 21, 1966 to Iverson, Groth, and Nash.
- The parcels comprising the 12.5-acre TSA remained in private ownership until 1978 when the California Coastal Conservancy acquired these parcels under Division 21 of the Public Resources Code.
- The TSA was acquired by the City of Trinidad in 1989 with funds provided by the California Coastal Conservancy from the Environmental License Plate Fund.
- The Coastal Conservancy retained and currently holds a conservation easement for providing coastal access and protecting the natural and cultural resources within the TSA.
- The City of Trinidad is the current owner of the entire TSA and as such is responsible for management and maintenance decisions and activities within the TSA.
- The TAS would like the entire TSA to be transferred to the Yurok Tribe.
- The Yurok Tribe has expressed a willingness to accept the transfer of ownership, if so determined as a result of negotiations.
- There is strong public support for the transfer of the TSA to the Yurok Tribe.
- Per the terms of the litigation settlement agreement signed by the Coastal Conservancy, the City, and the TAS in April 2005 transfer of City property to the Yurok Tribe is as follows:

If the City, Conservancy, and the Yurok Tribe should agree to transfer a portion of City Property to the Yurok Tribe, the Parties agree to cooperate in effectuating said transfer, provided that the transfer is upon the following terms:

a) Consistent with Government Code sections 37351, the City shall retain the beach and waterfront areas of the City Property subject to the existing Conservancy easements. The City shall apply for and diligently seek a coastal development permit from both the City and the Commission, and any other necessary approvals including all applicable provisions of City ordinances, including General Plan Policy 69, to effect any division of this land.

b) Any transfer of title to the remaining area of the City property to the Yurok Tribe shall be subject to the Conservancy's existing

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easements for Native American and natural resources, open space, and public access, as designated in the final, approved Management Plan and/or as required as conditions of approval of a coastal development permit for the division of City Property provided for above. As a condition of any transfer, as covenants running with the land transferred to the Yurok Tribe, the Yurok Tribe shall agree to hold and manage the property transferred as provided in the final, approved Management Plan, and shall waive its sovereign immunity as to the City, Commission, and Conservancy with respect to enforcement of the easements on the property and the terms of the transfer agreement, as outlined in the transfer agreement.

c) The transfer of the property from the City to the Yurok Tribe shall also be subject to the following conditions:

- i) the City, Commission, and Conservancy shall have obtained a final judgment in all litigation currently pending with John Frame over the Wagner Street Trail to which they are parties;
 - ii) the City, Commission, Conservancy, Tsurai, and the Yurok Tribe have all approved the Management Plan and/or approved all applicable permits necessary for the Management Plan;
 - iii) the Commission shall have approved a Coastal Development Permit for subdivision of the beach portion of the City Property, retained by the City, from the remainder of the City Property to be transferred to the Yurok Tribe; and
 - iv) the governing bodies of the City, the Conservancy, and the Yurok Tribe shall have duly authorized the transfer in accordance with the provisions of this Agreement and other applicable provisions of law.
- Government Code Section 37351 limits a City's ability to transfer waterfront areas except to the State for park purposes, unless a 4/5 vote by the city council determines that the property in question is not suitable for park or recreational use.

Part 11: Recommendations

The following section provides the recommendations for projects and actions regarding the TSA as a result of the Findings discussed previously (See Section 10). These recommendations will be reviewed and discussed by the Management Team. From this discussion, specific recommendations will be agreed upon and selected for implementation. Although it is understood that consensus among the Team is ideal, consensus is not always feasible. Therefore, determinations of implementation should be focused on what is best for the entire TSA, including protection of the recreational, cultural, and natural resources contained therein.

11.1 Recreational Resources

The following are management recommendations for all trails within the TSA:

- The Coastal Conservancy's conservation and access easements over the entire TSA need to be clarified as to specific purpose, intent, and where appropriate, location.
- A trail monitoring and maintenance schedule should be devised and adhered to for each trail within the TSA by the property owner. The property owner should be the designated caretaker responsible to maintain all trails, including, but not restricted to mowing, annual repairs to prevent riling and gulying, and other annual repairs as necessary.
- Efforts should be take to coordinate with the Humboldt North Coast Land Trust for maintenance of the trails over which they hold easements.
- Trail management decisions and schedule will continue to require consultation under Policy 69, unless the policy is revoked.
- Permanent or temporary trail closure may be considered if a trail becomes unsafe for public use.
- A comprehensive signage plan should be designed and developed for trails within the TSA to inform users on the degree of difficulty, direction of pedestrian traffic flow, interpretation of history and place, pertinent rules and regulations, and appropriate use of certain trails. A 1994 litigation settlement requires that the ALMT be designated as a primary beach access trail and other trails as secondary.

A. Axel Lindgren Memorial Trail (ALMT)

- The ALMT should be managed as a Traditional Cultural Property, an established historic property type under the National Historic Preservation Act.

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- The ALMT should continue to be designated as the primary beach access trail according to settlement discussed at 10.1(B).
- The ALMT should be continually monitored and seasonally maintained , particularly after winter storm events, by the property owner when necessary.
- The Trinidad Civic Club should be contacted to proceed with negotiations to remove the fencing at the top of the trail that is altering the traditional entrance so that the traditional entrance may be restored for public use.
- The City should proceed with the installation of a handrail along the entire trail. .
- The second bench on the trail should be removed to deter misuse or impact to resources. The second bench should be removed and an alternative location explored as the handrail project is implemented.
- If funding is sought and found, the lower portion of the trail should be considered for rerouting into its traditional path.
- If the lower portion is rerouted, the current lower section should be decommissioned and returned to a natural state.
- Any construction for stabilizing the trail should be as natural and unobtrusive as possible, complementing the immediate surroundings.

B. Wagner Street Trail

- The requirements set forth in the settlement agreements in regard to this trail shall be maintained, including the establishment of a boundary between the trail and certain adjacent private property(s); the right of the TSA property owner to maintain a three-foot wide trail within the TSA boundaries and maintain permanent vegetation on the bluff edge; and prohibit dumping over the bluff.
- The provisions set forth in an earlier settlement agreement shall be maintained, including the designation of the ALMT as the primary beach access trail, that the trail remain open only during daylight hours, and that no dogs be permitted on the trail.

C. Parker Creek Trail

- A feasibility study should be conducted to evaluate developing and enhancing the Parker Creek Trail. This may include the creation of an access route from Scenic

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Drive and/or formal route from the City and/or creation of an ADA-accessible riparian interpretive segment along the upper portion of Parker Creek.

- Public use easements should be pursued for those small segments of the trail that do not align with the legal description of current trail easements. As the public agency mandated with ensuring public access, the Conservancy should take the lead and make efforts to pursue public use easements.

11.2 Cultural Resources

- The TSA must be protected in accordance with existing local, state, and federal law, as applicable (See Appendix A).
- Vegetation management of the site should include management of cultural resources.
- A site-monitoring program should be developed in order to monitor, document, and deter site damage, erosion of cultural resources, and possible looting. The Yurok Tribe and the Tsurai Ancestral Society should lead the development of this program.
- Any reburials of cultural resources or human remains shall be led by the Tsurai Ancestral Society and the Yurok Tribe and should be kept confidential.
- Access to and management of the TSA for contemporary cultural uses by the Tsurai Ancestral Society and the Yurok Tribe should be respectfully acknowledged by the property owner and kept confidential by the TAS or the Tribe if desired.
- The TSA should approach the adjacent property owner(s) to negotiate the possibility of a formal agreement through their properties for Village site access by TAS.
- With the qualified technical capacity, traditional knowledge, and the desire to manage and restore the cultural resources within the TSA, the Yurok Tribe should be given the lead on cultural resources management, in conjunction with the Tsurai Ancestral Society.
- Both City and Yurok Tribal Police Forces should attend training(s) on cultural resources management law, as it relates to protection of the site, as well as protocol for inadvertent discoveries and illegal looting activities.

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- The name “Indian Beach” should be redesignated as “Old Home Beach” and all signs and references should be changed accordingly.
- Cultural resources management decisions should reflect long-term cultural site restoration and use.
- The Yurok Tribe and the TAS should be given the lead in the management of cultural resources within the TSA.

11.3 Natural Resources

- Once the City completes its Onsite Wastewater Treatment System grant inventory and creates a database of all septic systems within the City, those results should be shared with the Management Team.
- If the City determines the source of fecal coliform detected in Parker, Pepperwood, and Alder Creeks, those findings should be shared with the Management Team.
- Once the City has completed its water quality-monitoring program, which includes collecting samples from streams flowing through the TSA, those findings should be presented to the Management Team.
- The property owner should continue to monitor possible contamination of the streams traversing the TSA into the protected Trinidad Bay, until the State water quality standards for this Critical Coastal Area are met.
- Mitigation measures should be taken to redirect the water flowing into the site through the inboard ditch.
- A proper drainage system along Parker Creek Trail should be installed in order to redirect runoff back into Parker Creek and restore the natural hydrology of the watershed, as well as divert water away from, rather than into the village site.
- A screen or other such mechanism should be installed over the large culvert opening where the Creek flows under Groth Lane.
- The Parker Creek outlet pipe onto the beach should be redesigned according to current regulations in order to minimize the undercutting erosion that is occurring, and possibly allow for anadromous fish to return to the stream.
- A collection and delivery system for surface water runoff should be constructed to route runoff into the city’s existing storm drain network. The City should seek funding to resolve this issue.

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- The local population of *Aplodontia* should be left undisturbed at this time. The actual impact this species is having through bioturbation to the village site and cultural resources is undetermined and should be assessed by a qualified biologist. If the species is found to be a habitual and destructive animal to these resources, then removal should be considered.
- A selective vegetation management protocol should be created in order to establish a procedure to manage vegetation.
- Vegetation management should be consistent with cultural, natural, and recreational resources. Focus should be on site, bluff, and trail stability, as well as protection of cultural resources.
- Vegetation management should be selectively performed and prioritized for the purpose of protecting site stability and restoration efforts for the TSA, including, but not limited to:
 - Impact on the integrity and stability of the cultural resources within the TSA;
 - Impact of vegetation on bluff, site, and trail stability;
 - Public viewshed from the both the edge of the bluff and from the village site; and
 - Whether the species is native or a non-native species; and
 - All other requests from outlying or private property owners.
- A Vegetation Management Team comprised of members of the Management Plan Team should review all requests.
- Some of the woody debris observed in stream channels resulting in water diversion onto the village site should be removed. However, some should remain in order to provide habitat for aquatic species.
- The practice of dumping yard waste, brush, and woody debris on the slopes of the bluff must be stopped.

11.4 Consultation

- Policy 69 should be amended to include consultation with the Yurok Tribe and cover the entire TSA.

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- The Trinidad Rancheria should be contacted regarding their desire to continue to be included in the consultation protocol discussed in Policy 69.
- Any amendment to the City's General Plan must adhere to the consultation policies set forth in California SB 18 (2004). (See Appendix A).

11.5 Ownership

- Steps should be taken to transfer allowable portions of the 12.5 acre TSA to the Yurok Tribe consistent with applicable law and the terms of the settlement agreement signed by the City, the Coastal Conservancy, and the Tsurai Ancestral Society in April 2005.

12.0 Proposed Projects and Implementation

Implementation of the Tsurai Management Plan requires that funding be secured to conduct necessary studies and develop and implement specific projects to meet the goals of protecting and preserving significant cultural, natural, and recreational resources within the TSA. Some or all of the proposed project will require detailed environmental review under the California Environmental Quality Act (CEQA), or possibly the National Environmental Policy Act (NEPA) depending on project scope, funding source, and ownership status. Other projects may be exempt from CEQA review and therefore more readily implemented. Many projects will require issuance of a Coastal Development Permit, or other permits, prior to implementation, and therefore would require a longer timeline to implement. The projected costs associated with implementing each project are difficult to estimate and would require detailed scopes of work be developed, cost estimates obtained for all related tasks and will need to reflect availability (or lack thereof) of funding from a variety of funding sources which will vary depending on ownership of the TSA. Projects presented without costs attached include a list of steps that would require funding in order to complete.

12.1 Consultation

12.1 Consultation/Notification

12.1.1 Revise Policy 69 in City’s General Plan to add the Yurok Tribe and Coastal Conservancy to list of notified entities.

12.1.2 Develop a comprehensive Consultation Protocol to address management of site cultural resources consistent with (include citation, as appropriate)

12.2 Access

Implementation projects intended to improve, enhance, and maintain access to public trails that provide beach access.

12.2.1 Install handrail on ALMT and remove/relocate lower trail benches.

Steps:

- Complete design of railing and evaluate potential bench locations
- CEQA compliance
- Obtain permits as necessary
- Install railing
- Remove or relocate bench(es)

Timeline – 9 months

Approximate cost:	City funds for materials and staff	\$18,000
	Yurok cultural monitoring	\$ 3,000

Funding source:	Park Bond Funds
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12.2.1 Re-establish traditional entrance to ALMT at top of trail.

Steps

- Reinitiate discussions with Civic Club to open fencing to allow passage across lighthouse grounds
- Engineering evaluation of stability of, and recommendations for, western approach (ramps) to trail
- Obtain Coastal Development Permit, if necessary, to open fencing
- Open traditional entrance to ALMT

Timeline – 1 – 2 years

Approximate cost:

Permitting fees	\$ _____
Engineering evaluation of western approach (ramp)	\$ _____
Follow-up activities to engineering evaluation	\$TBD

12.2.2 Conduct annual maintenance of lower portion of ALMT.

Steps

- Post winter evaluation
- Repair trail/steps as needed

Timeline – Annually in Spring

Approximate cost:

City staff time	\$ _____
Yurok staff time	
Cultural monitoring	\$ _____
Materials and supplies	\$ _____
Repair labor	\$ _____

12.2.3 Develop Sign Plan and Signs/Interpretive Information

Steps

- Establish pedestrian traffic flow /direction on trails
- Establish/name ALMT as primary trail, others as secondary/alternate
- Signs/markers to name and indicate difficulty/length of trails
- Interpretive (single location) sign for trails, cultural resources, and history of site
- Pamphlets with trail information

12.2.4 Improve Parker Creek Trail

Steps

- Establish route from town to join Parker Creek Trail at its eastern junction with Old Wagon Road Trail (Wagner Street Trail).

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- Develop new portion of Parker Creek Trail from its junction with Old Wagon Road Trail (Wagner Street Trail) northward along riparian corridor. Effort should include evaluation of feasibility of establishing new segment as designed for ADA-compliance, and development of riparian habitat interpretive signs.
- Evaluate impacts of current hydrology regime on trail (see Natural Resources, section 12.4.2)
- Secure proper trail easement alignments along lower portion of trail.

12.2.5 Develop trail maintenance program

Steps

- Annual post-winter evaluation of trail conditions
- Post-disturbance (e.g., landslide) action plan
- Vegetation control to keep trails clear
- Safety review
- Sign repair/replacement

12.3 Cultural Resources

Implementation projects intended to protect and restore the cultural resources contained within the TSA.

- 12.3.1 Develop site-specific cultural resources management plan with specific recommendations and action plan for long-term management.**
Estimated Cost: \$50,000

- 12.3.2 Develop public awareness information regarding significance of site, and appropriate protective measures.**
Estimated Cost: \$5,000

- 12.3.3 Examine feasibility of restoring (partially or fully) village site conditions to enable reinstating traditional ceremonies/uses.**

- 12.3.4 Work with City of Trinidad for training police staff in protection of cultural resources, and responding to incidents with cultural resources (e.g., looting, erosion/exposure of artifacts/remains)**

12.4 Natural Resources

Implementation projects in this section are intended to improve, enhance, protect, and restore the natural resources within the TSA.

- 12.4.1 Conduct water quality assessment of onsite streams and seeps**

Steps

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- Determine condition or presence of contamination, and if necessary, identify potential sources
- Incorporate results and identify corrections in the City-wide water quality assessment program

12.4.2 Restore nature flow regime of Parker Creek

Steps

- Install culverts along Parker Creek Trail to redirect Parker Creek flow away from in-board ditch on adjacent private property and return it to its natural flow pattern/path (e.g., to ocean).
- Redirect site run-on from adjacent private property to Parker Creek.

12.4.3 Reduce waste and storm water run-on to village site.

Steps

- Develop and implement measures to eliminate discharge of city run-off (storm water and septic) onto and across the site and into Trinidad Bay
- Review schematic of City's storm water system to identify tie-in points for diverting storm water
- Evaluate city septic system to determine adequacy and potential seeping to groundwater that discharges to site
- Improve septic / sewer system

12.4.4 Conduct short term vegetation management activities

Steps

- Introduce native plants/grasses along bluff and trail above the village site
- Perform selective removal of overgrown or unhealthy vegetation
- Remove certain non-native or invasive plants

12.4.5 Develop protocol to address city resident's requests for alterations to on-site vegetation.

Steps

- Establish a vegetation management request review committee comprised of one representative of the following: City, Coastal Conservancy, Yurok Tribe, and Tsurai Ancestral Society.
- Develop a vegetation removal request form to be available to City residents for the purposes of submitting specific requests for vegetation management within the TSA.
- Hold quarterly reviews of all submitted requests and vote on whether to approve or deny each request (based on management goals and resource protection).
- Require a 3 out of 4 majority for all decisions on requests submitted for review.
- Establish a mechanism to ensure that costs associated with the removal of vegetation within the TSA resulting from approved requests by a City resident are paid by the individual that submitted the request.

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12.4.6 Develop and implement long-term vegetation management/maintenance program

- Reintroduce native and culturally significant plant species
- Monitor and maintain plantings
- Annual, or as needed, selective removal of overgrown or unhealthy vegetation
- Incorporate activities to be consistent with protocol developed for site vegetation alterations

12.4.7 Assess impact to site resources / stability from resident population of *Aplodontia* (Mountain beaver). If warranted, conduct follow-up activities as appropriate.

Steps

- Contract a qualified biologist to conduct a field survey and impact study to determine if *Aplodontia* are having a significant adverse effect on the site and develop mitigation measures that may include removal and relocation of the species from the TSA.

Estimated Cost: \$10,000

12.5 Ownership

As a part of the discussion, revise the language of access and conservation easement held by Coastal Conservancy to more specifically address permitted and prohibited activities on the property for the purposes of protecting public access, and natural and cultural resources within the TSA.

Take steps to transfer allowable portions of the TSA to the Yurok Tribe and put that land into trust status through the Department of Interior, Bureau of Indian Affairs.

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